Ricky Graham: 1958–1998

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AMA Supercross Series

Ezra Lusk

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TIME DATED WEEKLY NEWS

Plus: National Arenacross; Paris-Dakar; Time Remembered with Mike Bell; IRTA Grand Prix test and more...

Four different winners emerged again from the AMA PJ1 National Arenacross races as rounds 13 and 14 were held in New Haven, Connecticut, January 23-24. **Chad Pederson** (Kaw) topped **Mike Jones** (Kaw) and **Cliff Palmer** in 125cc Pro-class action on Friday night, with Jones coming back to win the 250cc class over **Jim Chester** (Suz) and Palmer. On Saturday night, **Buddy Antunez** (Suz) beat Jones and Pederson to win the 125cc class, while Chester was able to top Jones and **Grayson Goodman** (Kaw) to win the 250cc class. Antunez continues to lead the championship point standings over Pederson, 442-417. Palmer is third with 416 points.

Rick Ryan (Kaw) and **Rodney Smith** (Suz) were the big winners in the second round of the CMC Golden State MX Nationals North, held at Sandhill Ranch in Brentwood, California, on January 25. Ryan won the 250cc Pro class and Smith took top honors in the 125cc Pro class. Smith also won the Vet Pro division.

Former 500cc National Motocross Champion **Chuck Sun** (Hbg) went two-for-three during the Buttonwillow Super TT weekend in Buttonwillow, California, January 24-25. Sun beat **Don Canet** (Hon) and road racer **Roland Sands** to win the 12-lap feature event. Sun also won the Open Supermotard race and finished second to Canet in the Middleweight Motard.

Rookie Pro **Billy Payne** (Kaw) won the 250cc Pro class at the opening round of the GFI Winter MX Series South, held at Perris Raceway in Perris, California, on January 25. Japanese racer **Kyuichizo Takahama** (Hon) finished second and German 250cc Grand Prix regular **Pit Beirer** (Hon) finished third. **Casey Lytle** (Hon) won the 125cc Pro class, with Brit **James Dobb** (Hon) taking second and Payne (Kaw) ending up third. The 500cc Pro class was back, due to and dominated by Yamaha's new YZ400F, with **Kenny Zahrt** (Yam) taking the win, followed by **Dan Berg** (Yam) and **Joe Root** (Yam).

Former World Superbike Champion **Troy Corser** says that Ducati must change the power delivery of its latest 996cc V-twin in order to stand any chance of winning the 1998 World Superbike Championship, according to *Cycle News* contributor Darryl Flack. Despite recording competitive times in tests at Albacete and Jerez in Spain last month, Corser said the new-spec engine needs more progressive engine response. He also complained of under-steer problems. "The latest engine we tested has a lot more bottom-end and midrange power than the bikes I rode in '96," Corser said. "The power is so strong, though, that the bike is tying itself in knots off the corners, which is causing obvious handling problems. I know there have been some changes to the suspension since 1996, but I think the immediate problem is due to the abrupt bottom-end power. I know Foggy (Carl Fogarty) has been complaining about the Duke's behavior and I believe the new engine is making it worse. I think they need to flatten out the power curve and make it come on like the '96 bike did." Corser is returning to World Superbike racing after a disastrous 500cc Grand Prix season on the Red Bull Yamaha team, a season that was cut short when he failed to come to terms with the team. "I believe I can win it," Corser said of his return to the World Superbike scene. "I'm approaching it the same way I did in '96, and I've got a lot of the guys working with me from that team. But I think it's going to be tougher this year because the Kawasakis are a lot faster now."

Gobert quick again in Laguna test

Vance & Hines Ducati's Anthony Gobert was the quickest of the factory superbike men who tested at Laguna Seca Raceway in Monterey, California, January 23-24, lapping at 1:26.5 on his factory Ducati V-twin.

Gobert led Muzzy Kawasaki's Doug Chandler, with the defending AMA Superbike National Champion turning a 1:27.1 on his superbike. Chandler, though, was the fastest of the 600cc Supersport testers, lapping under the lap record with a 1:30.8 on the new ZX-6R

"The 600 is going good," team owner Rob Muzzy said. "I think that Doug (Chandler) is at least halfway happy with it."

Chandler's teammate Tommy Hayden, meanwhile, lapped at 1:30.7 on the superbike and 1:32.7 on the ZX-6R.

Third-quickest after two days was Yoshimura Suzuki's Aaron Yates. The Georgian lapped at 1:27.38, though it wasn't known whether he did his best times on the carbureted or fuel-injected version of the GSXR750. Both he and teammate Mat Mladin tested both bikes, with Mladin doing his best laps on the carbureted model. The Australians stopped the clocks at 1:28.1.

Yoshimura also had the TS1000R V-twins at Laguna, with Steve Crevier lapping at 1:29.29. The team concentrated its efforts entirely on the superbikes and didn't do any 600cc Supersport testing.

"We just got the new stock chassis with superbike bracing and it's a lot better than the earlier one-off racing chassis we tested," Crevier said. "I think the bike is coming along great. Its steering characteristics are more suited to me than what I've been riding the last couple of years."

Somewhat surprisingly, class rookie Jamie Hacking turned the fourth-fastest superbike lap on the factory Yamaha YZF750 - a 1:27.6 - despite sitting out the first day of the test while his leathers were being altered. Hacking's teammate Rich Oliver, however, crashed during the test and suffered a broken finger. The crash came after Oliver had lapped at a best of 1:28.8.

"He crashed four minutes before the lunch break," Yamaha crew chief Tom Houseworth said. "He was on his in lap, actually, and just hit the throttle too hard in turn three and it high-sided him."

Gobert's Vance & Hines Ducati teammate Thomas Stevens turned a best lap of 1:28.5, sixth-fastest of the superbike riders in attendance.

French Canadian Pascal Picotte was the faster of the two factory Harley-Davidsons, lapping at 1:28.4 to teammate Thomas Wilson's best of 1:29.1. The Harley team now features nearly all new crew members, including Scott Beach, formerly of Kinko's Kawasaki, and suspension man Dale Rathwell, who came with Picotte from Yoshimura Suzuki.

"You've got to remember that the riders we've had for the past couple of years haven't had any previous superbike experience," team manager Steve Schiebe said. "Pascal brings a lot to the table with his experience."

HyperCycle Suzuki's Jason Pridmore was a busy man during the test, doing laps on his superbike and his 600cc and 750cc Supersport Suzukis. In the end, the Californian lapped at 1:29.4 on the superbike, 1:32.1 on the GSXR750 and 1:32.4 on the GSXR600. HyperCycle also had upstart Nicky Hayden at the test, with the 16-year-old lapping at 1:33.1 on the 750 and 1:33.4 on the 600.

Lance Holst

Davis wins Hare & Hound opener

Montclair Yamaha-backed Ty Davis (right) turned in an amazing come-from-behind ride to win the opening round of the AMA National Championship Hare & Hound Series, held in Lucerne Valley, California, on January 25.

Davis' win was interesting for a number of reasons, the first of which being the fact that he was riding a new Yamaha YZ400F four-stroke with very limited riding time on the new bike.

"I've only been testing the bike for a week and a half," Davis said. "I was going to ride a big-bore YZ250 in the opener, but after riding this 400 around last week, I changed my mind. The motor is box-stock, except for the FMF spark arrestor. ACME re-valved the suspension for me, and I just got my gearing on Friday."

Also making the win very impressive was the fact that Davis didn't get his typical holeshot, but rather had to work up from a bad start.

"It took me about four or five kicks to get the bike going," Davis said about the dead-engine start. "It wasn't the bike's fault - I just didn't kick it hard enough. By the time I got going, I was in 60th place at the end of the bomb run. I just started passing guys like crazy - groups of five and 10 at a time - and I just played it as safe as I could in all that dust."

By the first and only pit stop, Davis had worked his way up to sixth place and set out after the leaders on the final loop.

"I got Destry Abbott in the pits when he changed a flat and then I set out after the rest," Davis said. "I knew I was getting close to the front and then I passed Capt, then Russell (Pearson), then Dave Ondas, and then Nick (Pearson) was the only one left. I passed Nick in the turn right before the finish chute. It was a pretty tense race and the crowd was going crazy at that point. That was the most awesome race I've ever had. I reeled in everybody and I've never had to ride dust like that before. They all had to be a couple of minutes ahead of me. It was awesome."

Rounding out the top five overall were Nick Pearson (KTM), Dave Ondas (Kaw), Destry Abbott (KTM) and Russell Pearson (KTM).

According to news wire reports, **Octagon**, the new sports-marketing division of the global advertising giant Interpublic (IPC), has acquired 50 percent of Superbike International, the rights holders of the FIM World Superbike Championship. Prior to the purchase, Superbike International was owned 50/50 by The Flammini Group and an Indonesian holding company headed by the son of the Indonesian president, Suharto. IPC boasts a client list that includes General Motors, Coca-Cola and Burger King.

The **Southwest Vintage Racing Group** (SVRG) will be in action at San Diego's Qualcomm Stadium on February 14, racing as a support class in the PACE Motor Sports-promoted Monster Truck Show. SVRG will also display numerous vintage motocrossers, including several pre-1974 works machines.

SSC will hold a **Mid-State GP Series** at Hungry Valley SVRA in Gorman, California, beginning on February 8. The GP will consist of the 1.5-mile MX track and 3 miles of an off-road course. Round two is scheduled for February 22, with the final race to be run on March 15. For more information, call 805/294-0020.

Ducati Manhattan is scheduled to hold its grand opening on March 12 after an unveiling on January 23. Representing the first application of the Ducati Store concept, the dealership will provide Ducati enthusiasts with "a complete sport-motorcycling experience in an environment devoted to the brand, including everything from bikes and parts to riding gear, custom accessories and club events." Ducati Manhattan is located at 42nd Street and 11th Avenue, close to Times Square in New York.

Round five of the **Speedway Ice Racing World Championship** will be held on February 14 in the Cow Palace in San Francisco, California, with three-time ICE World Champion Charlie Venegas heading the entry list. For more information, call 970/262-9067.

Former World Champion **Wayne Gardner** is still counting the proceeds from a million-dollar garage sale at his Sydney, Australia, work shop. Several thousand people were on hand to bid on hundreds of items - from old racing gloves to his V-eight race cars. "I had 20 years worth of junk sitting around here and I thought someone would use it," Gardner said. "I'm absolutely staggered by the number of people we had come out." One woman paid big money for an autographed 44-gallon drum, while others bid for a 1924 Velocette and one of his Harley Fat Boys.

After 20 years as manager of Barber Honda-Suzuki in Ventura, California, transplanted Brit **Phil Smith** has moved

north to the Salinas Motorcycle Center in Salinas, California. Smith, an instructor in Reg Pridmore's CLASS Schools, can now get to Laguna Seca Raceway in 15 minutes.

Malcolm Smith Motorsports, KTM Sportminicycles and R&D Racing have joined forces to form a Pee Wee racing team for the 1998 season. Riders **Donnie Kearney** and **Bruce Rutherford** will compete in both stock and modified classes in local Southern California races as well as National Championship events at Ponca City, Loretta Lynn's and the World Mini Grand Prix in Las Vegas.

And the winners are... **LaVon Lucas** of Pineville, Louisiana, is the Grand Prize winner of the *Cycle News*/TravelCraft Daytona Sweepstakes. Lucas will receive a Bike Week travel package that includes airline travel, hotel and rental car and a one-year subscription to *Cycle News*. In addition, Lucas will get two VIP tickets to the major races held during Bike Week at Daytona. First prize in the sweepstakes went to Gary Duden, who gets an ATK 260LQ motorcycle; Terri Jensen gets the second-place prize of two Arai Regent helmets; and Todd Nascimento earns the third-place prize of an Aerostitch Darien Jacket and Pants or Roadcrafter Suit.

In a previous issue of *Cycle News*, we reported that **Harry Everts** would manage a two-man team in the 1998 125cc World Motocross Championship. Everts' team will, in fact, be made up of three riders: Steve Ramon, Damien Denil and Grant Langston. The team will use Kawasakis.

Showcase Bike Night will take place at Speedway International Racing Bistro & Bar in Newport Beach, California, on February 5, featuring rare and exotic motorcycles from Bimota's V-due to Moto Guzzis and others. For more information, call 714/752-1669.

Former World Superbike rider **Giancarlo Falappa** will serve as team director of Team Ghelfi by Falappa in the 1998 World Supersport Championship. Roberto Teneggi will ride a Ducati for the team. "In the past, I raced for the win anytime - not for losing," said Falappa, whose career was cut short by the head injuries he suffered in a testing accident in June of 1994. "As a team manager I will have the same ambition: win. My rider, Teneggi, is a very fast guy and with my suggestions he can be in the top positions. But the most important thing is to return to my favorite world - racing."

Piergiorgio Bontempi was the fastest of the three Kawasaki riders who tested recently in Albacete, Spain, according to *Cycle News* contributor Paolo Gozzi. The Italian lapped at 1:35.9, finishing ahead of both **Akira Yanagawa** (1:36.16) and **Neil Hodgson** (1:36.75). "I'm very satisfied regarding the new Dunlop front and rear compound, but I must be honest: I remained on track until 5 p.m. on the last practice day - and Yanagawa and Hodgson ended at 3 p.m." The Kawasaki riders were using 1997-spec ZX-7Rs and are expected to test the 1998-model superbikes shortly.

Off-road racing legend **Malcolm Smith** will speak at the 10th annual Motorcycle Heritage Museum Breakfast during Daytona Bike Week on March 7. The breakfast will be held at the Holiday Inn in DeLand.

Sears Point Raceway in Sonoma, California, has announced that it will hold a 125cc Grand Prix exhibition race during the AMA Superbike National, May 1-3. The race will be round two of a three-race series sanctioned by Moto Liberty. For more information, call Moto Liberty at 972/242-6440.

Vortex Racing is now accepting resumes for its rider-support programs. Send resumes to Vortex Racing, 1844 N. Belcher Rd., Suite 1002, Clearwater, FL 33765.

Victory Motorcycles has announced the retail price for its all-new Victory V92C. The bike will carry a suggested retail price of $12,995. "We have a distinct advantage over other cruisers in power and performance, and our suggested retail price makes the Victory motorcycle the value leader among cruisers as well," said general manager Matt Parks.

Wilheim Herz, 85, died at his home in Germany on January 5. On August 4, 1956, Herz averaged 211.4 mph in a two-way pass at the Bonneville Salt Flats in Utah to become the first motorcyclist to officially break the 200-mph mark. Herz rode a 500cc supercharged NSU streamliner.

The Midwest Ice Racing Championships will be held February 7-8 at Lamb's Farm in Libertyville, Illinois, with oval and TT races scheduled for both days. For more information, call 630/773-2499.

Italian motorcycle builder **Giancarlo Morbidelli** will serve as AHRMA's guest of honor for the March 2-3 Classic Days by Yamaha event at Daytona International Speedway in Daytona Beach, Florida. Morbidelli will also make some demonstration laps aboard one of his racers, provided by the Barber Vintage Motorsports Museum, on March 3.

Road racer **Chuck Sorensen** will be joined by **Rodney Fee** on an AMA 250cc Grand Prix team fielded by World Sports Imports, a California importer of new and used racing motorcycles. While Sorensen will ride a Yamaha TZ250, Fee will be aboard a Honda RS250. Fee will also compete in selected NASB 125cc races aboard an Aprilia RSR125. The pair will use Dunlop tires. Sorensen recently broke the 250cc lap record at Willow Springs Raceway, a hand-held 1:22.65.

According to GFI's Goat Breker, **GFI Racing** will not renew its lease with Perris Raceway in Perris, California, in 1999 - due to what Breker calls a 150-percent increase in rent.

CN Publishing has an opening for a graphic artist to handle layout and design of advertising and editorial content. Applicants must be proficient in Quark X Press, Adobe Photoshop and Adobe Illustrator or Micromedia Freehand. At least two years experience in advertising layout is required. Fax your resume to Cycle News at 714/751-6685.

OPENED: Puente Hills Motorsports, an all-new Suzuki and Polaris dealership in the City of Industry, California. The shop will host an open house on February 28.

OPENED: Santa Cruz Harley-Davidson, a Harley-Davidson dealership in Santa Cruz, California.

OPENED: Kevin's Racing Supply's home page on the World Wide Web. The site can be found at the following address: http://www.kevinscycleracing.com.

APPOINTED: Race Tech, as a distributor of Motorex Oils.

AUTOGRAPH SIGNING: At Team Savage Kawasaki in Clearwater, Florida, on Friday, February 27. Team Kawasaki's Damon Huffman, Jeff Emig and Ryan Hughes are scheduled to appear. For more information, call 813/968-7888.

CANCELED: The Team Kawasaki autograph session scheduled for Honda Suzuki Kawasaki West in Tampa, Florida, originally scheduled for February 27.

CORRECTION: The following web site addresses were printed incorrectly in last week's issue: http://vintage.dnschoice.net/canam/canam.htm and http//vintage.dnschoice.net/vmv/vmv.htm.

APPOINTED: Garry Miller, as director, Elf Competition, by Elf Development Inc. Miller will direct the North American racing-fuel and lubricants program. For more information, call Miller at 800/ELF-FUEL.

AUTOGRAPH SIGNING: At Jack in the Box in Seattle, Washington, on January 30 from 6 to 7:30 p.m. Factory Connection/Jack in the Box-backed Mike LaRocco is scheduled to appear. The restaurant is located on 4th Avenue South. For more information, call 206/628-9028.

AUTOGRAPH SIGNING: At Honda Suzuki Kawasaki West in Tampa, Florida, on February 27 from 6:30 to 7:30 p.m. Team Honda's Ezra Lusk and Steve Lamson and FMF's Scott Sheak and Brock Sellards are scheduled to appear. For more information, call 813/968-7888.

OPENED: Marina Yamaha Sea-Doo in Marina del Rey, California. For more information, call 310/306-7906.

AUTOGRAPH SIGNING: At The Brothers in Bremerton, Washington, on January 30 from 5:30 to 6:30 p.m. Team Chaparral Yamaha's Jeremy McGrath and Jimmy Button are scheduled to appear. For more information, call 360/479-6943.

OPENED: Penske Racing Shocks' new West Coast location in Lodi, California, effective February 1. For more information, call 209/368-5040.

ANNOUNCED: Yamaha will be the lead sponsor for AHRMA's Historic Team Challenge, a four-race series pitting a team of North American road racers against a British/European team.

ANNOUNCED: A new German subsidiary of Ducati, called Ducati Deutschland GmbH, by Ducati Motor SpA. The new company is a joint venture between Ducati Motor SpA and Ronald Marz, the owner of Marz Motorradhandel, a German Ducati distributor.

OPENED: Estepp's Performance Parts' home page on the World Wide Web. The site can be found at the following address: http://www.fastone.com/Estepp/Estepp.html.

AUTOGRAPH SIGNING: At Freewheeling Honda in Douglasville, Georgia, on February 20 from 6 to 8 p.m. Team Honda's Ezra Lusk, Steve Lamson and Jeff Stanton, FMF Honda's Scott Sheak and Brock Sellards and Factory Connection's Mike LaRocco are scheduled to appear. For more information, call 770/920-1033.

AUTOGRAPH SIGNING: At Escondido Cycle Center in Escondido, California, on February 6 from 6 to 8 p.m. All of the Team Honda members as well as the satellite teams are scheduled to appear. For more information, call 760/745-1615.

OPENED: Southwest Bike Travel-Zine's home page on the World Wide Web. The site can be found at the following address: http://www.swbike.com.

Ricky Graham, 1958-1997

Three-time AMA Grand National Champion Ricky Graham, 39, was killed when fire swept through his home in Salinas Valley, California, on January 22.

According to official reports, emergency units from the Salinas Rural Fire District were dispatched to Graham's home on Parker Road in rural Monterey County at 10:02 p.m. on Thursday. Upon arrival, they found that the fire was burning in the kitchen and living-room portions of the house. After extinguishing the blaze, the remains of a human, believed to be Graham, were found in the living room. Using dental records, the Monterey County Coroner's Office made a positive identification on Friday, January 23. Investigators believe that the fire was accidental, caused by a pot left burning on the stove.

Graham turned professional in 1978. He won the AMA Grand National Championship as a privateer aboard Tex Peel Harley-Davidsons in 1982, for Team Honda in 1984, and again in 1993 on a privateer Honda with Virginia tuner Johnny Goad and Team Undo. The 1993 season was perhaps his defining year, as he won a season record-setting 12 of his 39 career AMA Grand National victories, including an incredible six straight victories in the middle of the season en route to his third title, which also broke Dick Mann's record for the longest time span between Grand National Championships. He ranks third on the all-time Grand National win list.

After being sidelined by injuries through much of the 1994, '95 and '96 seasons, and struggling to conquer his often-publicized problems with alcohol, Graham returned to the series with Goad's USC Racing team in 1997. He made all but three main events, scoring several top-five and podium finishes - including a season-high runner-up at the East Moline, Illinois, Half Mile, and he finished fifth in the series points standings. He was scheduled to rejoin the team and make the switch to Harley-Davidsons for the 1998 Grand National season. His loss has, not surprisingly, hit the dirt track community, including his current and former competitors, very hard.

"He seemed like he was on top of everything," reigning AMA Grand National Champion Scott Parker said. "He had a drinking problem, but got that taken care of."

Parker and Graham were the fiercest of rivals on the race track but, as Parker says, "We always came back to our friendship."

"The whole racing community has suffered a huge loss," said 10-time AMA Grand National Championship-winning tuner Bill Werner when he heard the news. "Ricky had tremendous talent, and he was a big part of the show. I know the fans are really going to miss him."

"It was always ups and downs with him, but the way that I want to remember Ricky Graham is the way that he was in 1993," said former Grand National Champion Chris Carr, from whom Graham wrested the title in that year. "That's when Ricky was at his best - not just on the race track, but off it. When he was riding at his best, he was the best there ever was. That's how I'll always remember him."

Graham is survived by his father, Bill; his mother, Barbara Homen; his brothers Billy and Troy; and his sisters Ruth and Holly. Funeral arrangements were set for 11 a.m. on Tuesday, January 27, at Laguna Seca Raceway in Monterey, California.

A memorial fund has been established. Checks can be sent to Wm. H. Graham in trust for the Ricky A. Graham Memorial, account number 0400709546, Bank of America, 1451 Fremont Blvd., Seaside, CA 93955.

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National Headquarters
3505-M Cadillac Ave., Costa Mesa, CA 92626
P.O. Box 5084, Costa Mesa, CA 92628-5084
(714) 751-7433
FAX (714) 751-6685

Eastern Office
4188 First Ave., Tucker, GA 30084
P.O. Box 805, Tucker, GA 30085-0805
(770) 934-7850
FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
LETTERS TO THE EDITOR

How much?

I was wondering - just how much money has the AMA spent on behalf of its three (3) members in their lawsuit against the Canyon Lake Owners Association?

Mike Conley
Hollister, CA

Mike's thanks

I would like to thank all of those who participated in the Mike Young Jr. practice day at Glen Helen in San Bernardino, California. I want to thank Mr. Bud Feldkemp for the idea and Steve and Laurie at Glen Helen for making it happen - and also to my management, Tony Strangio. For all of the employees at Glen Helen, thank you for your efforts. Thanks also to the sponsors who participated - SMP, VP, Oakley, IMS - and the many others who helped.

Thanks also to Jeff Emig for coming out and spending the day with us. One last thank-you to my wife, Alex, and our friends. I am very grateful to all of you and hope you have a great 1998.

Mike Young Jr.
Fontana, CA

Ricky Graham

I was saddened to hear about the untimely passing of Ricky Graham. His being in the midst of yet another great comeback makes his death that much harder to accept.

I believe that 1993 was probably the greatest year in the last 10 years or so of AMA Grand National Championship Dirt Track. Watching "Ricky G" destroy Parker, Carr and the rest of the competition was so rewarding for myself and, I'm sure, countless other fans.

Graham also rewrote the single-season record book in the process of capturing that championship. The '93 season also marked a changing of the guard as a new champion was crowned - something that's only happened twice in 10 years.

I remember a 1992 ESPN dirt track telecast where Ricky was quoted as saying, "It's time for them to go" in reference to Harley-Davidson teammates Scott Parker and Chris Carr. He was true to his words that following year.

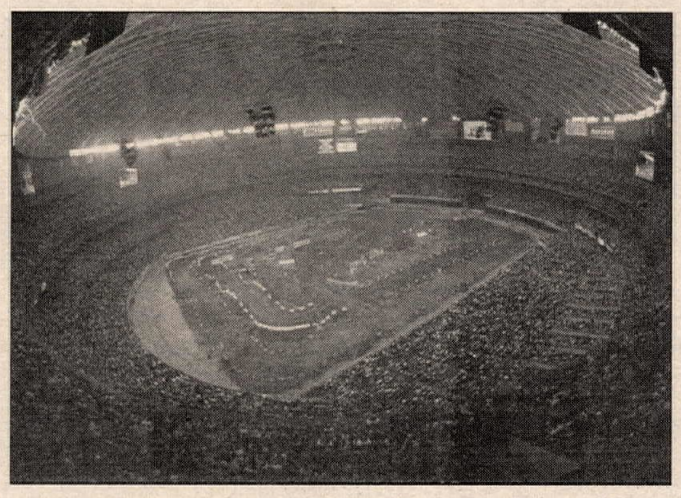
With every comeback, I was hoping for a repeat of that great 1993 season from Ricky Graham. He will be missed greatly.

Kevin Howard
Turlock, CA

Graham was killed in a fire at his home in Salinas, California, on Thursday, January 22. For the complete story, see "In the Wind" in this issue... Editor.

Good track

I would like to give two thumbs up to Mark Barnett and the whole Dirt Wurx crew for the track at the Houston Astrodome Supercross. I liked the multiple lines that were pretty equal, making for some great racing and passing instead of a follow-the-leader affair.



I would like to also thank ESPN for the upcoming dirt track shows - I just wish there were more than 10 and that they were longer than 30 minutes. But a little is always better than none.

Keith Williams
Baytown, TX

A case of the pukes

You make me puke. Not you, personally - just your publication.

Specifically page 4 of the January 28 issue (Euro File), which is designed like news, but appears to be Alan Cathcart's advocacy column on behalf of one-worlders.

The one-worlders - I just coined the phrase and I hope you like it - are those who, like Yosemite Sam, believe this town ain't big enough for the two of us - that if this is a world with a Grand Prix World Championship and a World Superbike Championship, the only solution is to get rid of one of them.

People like these are not only short-sighted, but also prone to never participate in group sex. On the other hand, for group sex one does not necessarily need to be prone.

Cathcart's piece about TV coverage for World Superbike is so slanted that I was really disappointed to read it in a news format. He mentions, "...has the thrilling spectacle that World Superbike delivers been able to overtake 500cc GP racing in terms of public support - a fact underlined by the 70,000 spectators who crowded into Brands Hatch this August for the World Superbike round there, a couple of weeks before a scant 25,000-odd fans visited... the British GP."

He conveniently leaves out the fact that the superbike race was the hometown race for Carl Fogarty, who at that point was among the point leaders in the championship. In contrast, the 500cc GP had no leading Brits because, as we know, upper-class inbreeding has left Brits unable to ride two-strokes.

In a journalistically balanced story, Cathcart could have mentioned Spain, where about 150,000 turned out to see leading Spanish riders at the Jerez GP while the superbike race in Albacete attracted only 72 people.

Racing snobs like Cathcart suck. Why can't people appreciate both race series? Why do some people feel that if they like one series, then the other one is a threat?

Cathcart needs to keep his opinions on the editorial page and not pass them off as objective news. In that format, his opinions can be considered and judged by the readers for what they are - just opinions.

Randy Warren
San Rafael, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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Issue #4 February 4, 1998

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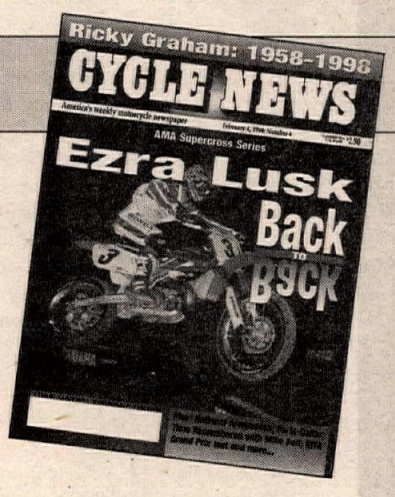

ON THE FRONT COVER

Honda's Ezra Lusk won for the second straight week in the AMA Supercross Series. This time he came from behind to win in Phoenix. Photo by Kinney Jones.

T. Wayne Robertson

(August 27, 1949 — January 14, 1998)

Thanks for all the great memories. See you at the finish line.

The racing community has lost a great friend and fellow enthusiast. T. Wayne Robertson, President of Sports Marketing Enterprises and Senior Vice President of R.J. Reynolds, was instrumental in bringing his company's sponsorship and support to AMA racing. He will be greatly missed.

Smokin' Joe's RACING

HONDA

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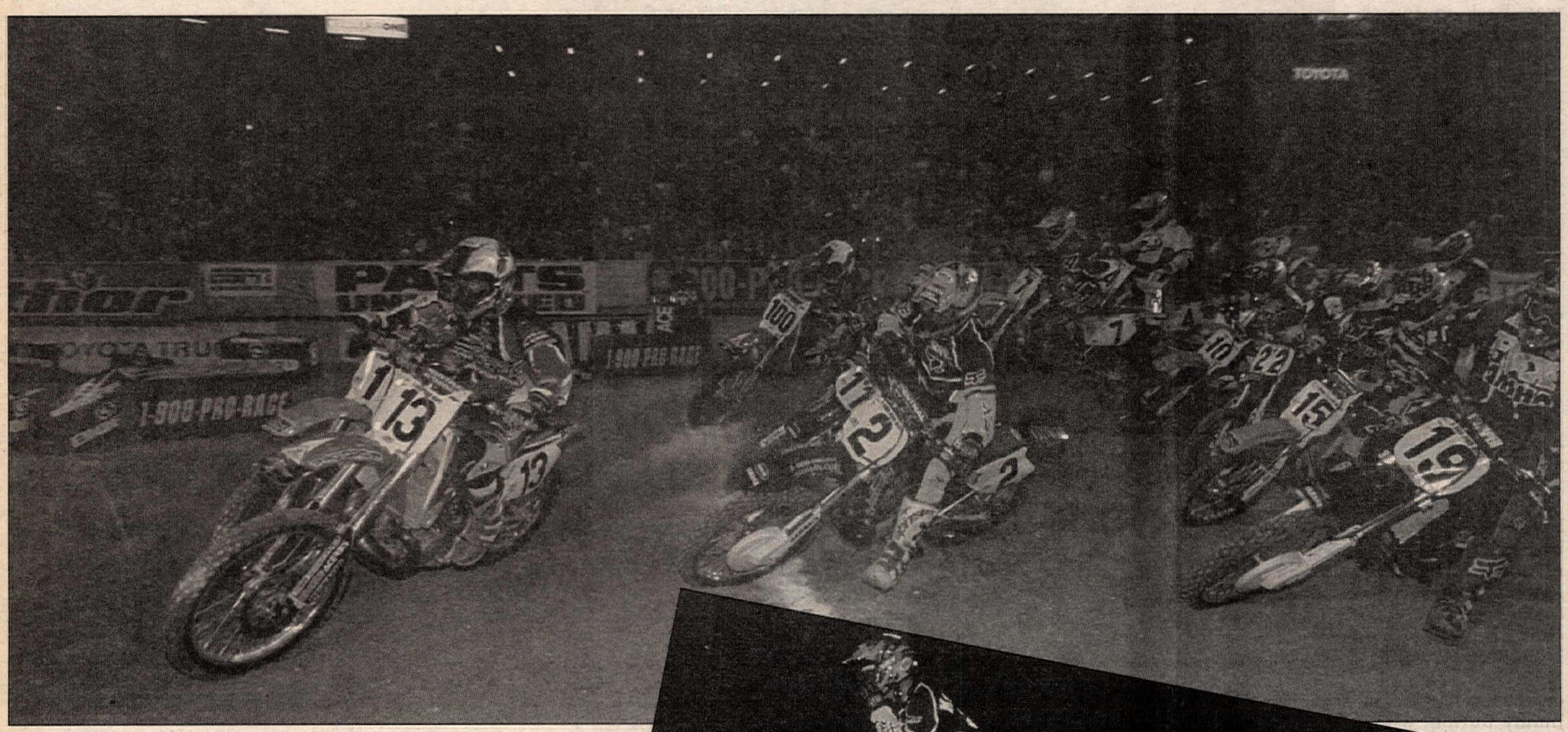
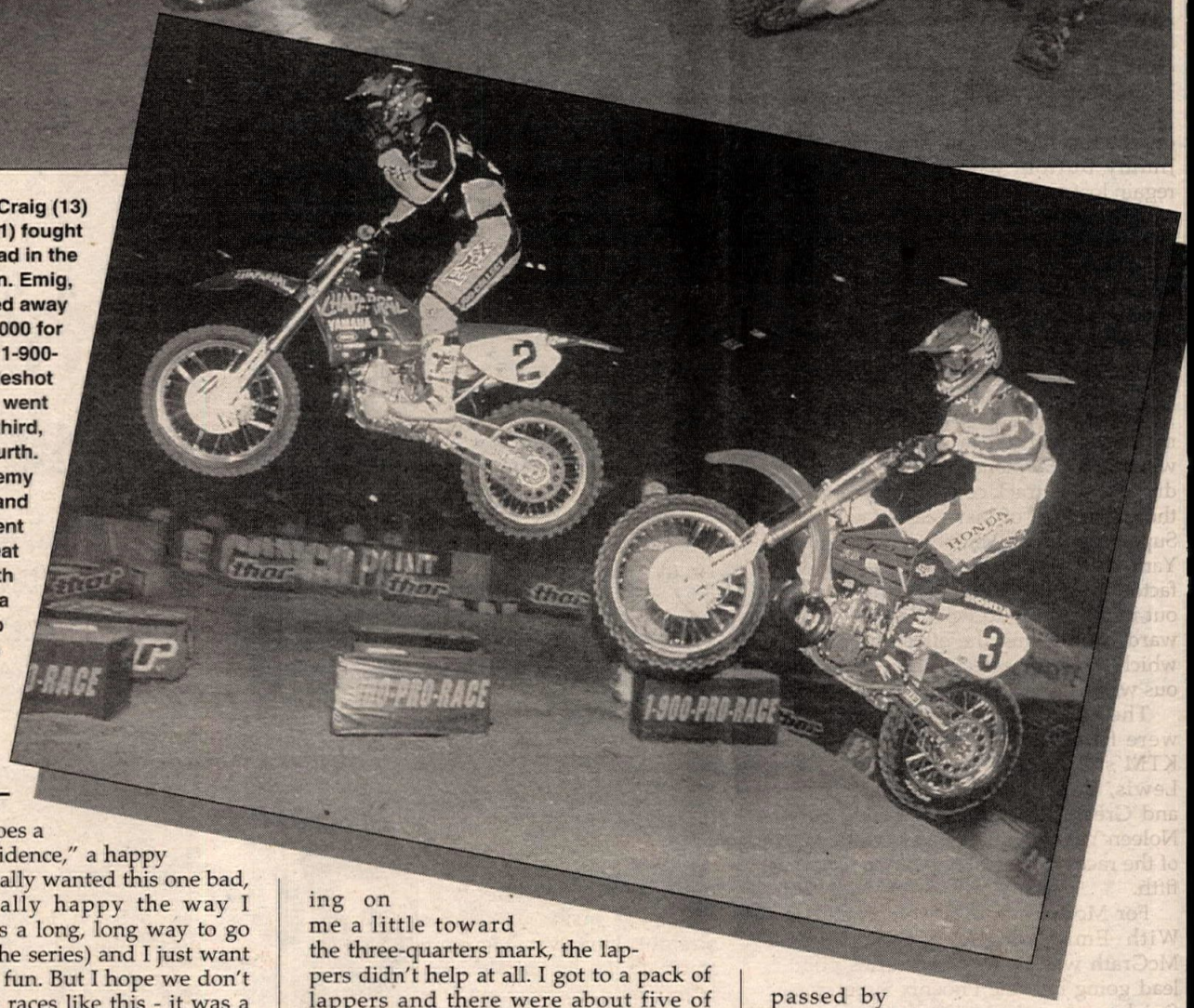
Lusk serves notice





(Above) Mike Craig (13) and Jeff Emig (1) fought for the early lead in the 250cc main. Emig, however, walked away with the $1000 for winning the 1-900-PRO-RACE Holeshot Award. Craig went on to finish third, Emig fourth. (Right) Jeremy McGrath (2) and Ezra Lusk (3) went at it in their heat race. McGrath stuffed Lusk in a turn en route to victory. The move would haunt McGrath in the main event.

By Kit Palmer
Photos by Kinney Jones

TEMPE, AZ, JAN. 24

You might say that Team Honda's Ezra Lusk *officially* has the competition worried. If his wire-to-wire win the previous week at Houston didn't convince them he is for real, then his come-from-behind victory on the hard-packed, dry and slick track at Tempe's Sun Devil Stadium surely will.

Lusk, aboard his Mike Gosselaar-tuned CR250R, had the 55,225 spectators on their feet as he slowly and calmly worked his way up from a six-place deficit to a position where only one rider stood between him and his second straight - and fourth career - AMA Supercross Series win. Unfortunately for Lusk, that one rider ahead of him was four-time Supercross Champion Jeremy McGrath. Lusk certainly had his work cut out for him, but he was up for the challenge.

On the seventh lap of the 20-lap main event, Lusk passed Honda of Troy rider Mike Craig for second place, and the race to catch McGrath was on. At this point, McGrath held a modest five-second cushion on the red-hot Lusk, who began to slowly chip away at the Chaparral/Yamaha rider's lead. Eventually, McGrath's advantage was cut to three seconds, then two, and with only a few laps left, the two riders were banging handlebars in an intense duel to the end, all the while threading their way through a thick group of lapped riders. Lusk and McGrath passed back and forth - albeit by only a wheel length or two - for one full lap until Lusk finally put his entire motorcycle in front of McGrath's for good. McGrath tried in vain to pass Lusk back on the last, heart-stopping lap, but to no avail. It would be Lusk's night.

"This win does a lot for my confidence," a happy Lusk said. "I really wanted this one bad, and I was really happy the way I charged up. It's a long, long way to go (to the end of the series) and I just want to keep having fun. But I hope we don't have any more races like this - it was a lot of work."

McGrath, meanwhile, was obviously upset with the way things turned out. Moments after taking the checkered flag, the usually imperturbable McGrath shook his head and, in disgust, pounded his fist against his thigh. He wasn't happy with the fact that he had lost a very winnable race, nor was he happy with the lappers, who, some onlookers might say, had cost McGrath the win.

"Overall I felt really good - I know I was really fast," a dejected McGrath said. "Even though he (Lusk) was gaining on me a little toward the three-quarters mark, the lappers didn't help at all. I got to a pack of lappers and there were about five of them, and they would not move. It's not like they're supposed to *move out of the way*, but they are supposed to be watching, and they weren't at all. There was nowhere I could go. Even if I could have went faster, there were five of them right in a row, and they were taking all the different lines. Still, Ezra rode a great race."

Finishing on the podium for the first time in a couple of years was Craig, who simply had an outstanding evening. Craig easily won his heat race and led the first lap of the main event only to be passed by McGrath and Lusk - but that was all. The veteran Honda rider ran third all alone for the rest of the race, barely breaking a sweat in the process.

"I was there the first five laps; then McGrath got away - I let him go," Craig said. "Then Lusk was right there and got me. I said, 'Okay, stay where you are, settle down.' So I started jumping things and tried to be more smooth. I was okay with that.

"I feel like I can do it now," Craig added. "I'm confident; I got my confi-

dence back. I'm looking forward to next weekend."

Defending champ Jeff Emig had a quiet night after having qualified for the main through a semi and then spending nearly the whole main event way back in fourth place, dicing with teammate Damon Huffman. The two riders were nearly a half-lap down on the leaders when it was all over. Huffman never did pass his Kawasaki teammate and series points leader Emig, and settled for fifth.

"The last day or so, there's been some events that didn't really help my finishes," Emig said (though he wouldn't elaborate on those "events"), "but I improved on the night. I'm still there in points. McGrath and Lusk, they were really hookin' it - really chargin' - and I was still trying to find my groove. I got fourth; I'm all right."

Kevin Windham was Team Yamaha's highest-placing rider in sixth, followed by Mike LaRocco on his Factory Connection/Jack in the Box Honda. Team Kawasaki's Ryan Hughes, still suffering from a sore foot and lower back, climbed from 13th to eighth, while Team Suzuki's top finisher was former 125cc champ Mickael Pichon. Rounding out the top 10 was Chaparral/Yamaha's Jimmy Button, who is struggling to regain lost confidence.

Eleventh place was taken by Suzuki's Greg Albertyn, who crashed on the first lap and took out teammate Larry Ward in the process. Albertyn and Ward circulated the first lap last and second-to-last, respectively. Ward salvaged a 13th-place finish, one spot behind Honda of Troy's Mike Brown.

Team Yamaha's Doug Henry, who many thought had a strong chance of winning the Arizona race because of the dry and slick track conditions (similar to the conditions of last year's Las Vegas Supercross, in which Henry won on the Yamaha four-stroke), was never a major factor among the leaders. Henry started out in third only to work his way backward, still feeling the effects of the flu, which seriously affected him the previous week at Houston as well.

The remaining finishing positions were filled by main-event qualifiers KTM's Lance Smail, Suzuki's Kyle Lewis, Canadian Jean-Sebastien Roy and Great Lakes Airlines' Heath Voss. Noleen Yamaha's Tim Ferry crashed out of the race on the fifth lap while running fifth.

For McGrath, things weren't all bad. With Emig (the man with whom McGrath was tied for the series points lead going into the Phoenix Supercross) finishing fourth, McGrath is now the sole possessor of the points lead - something he hasn't had since 1996, the year he won his last SX title. McGrath currently has 64 points to Emig's 60, but closing rapidly on them both is Lusk with 55. Windham is fourth with 45 points, just one point ahead of LaRocco.

HEATS

Craig started the evening off with the holeshot in the first 250cc heat, but right behind him were defending champ Emig, Windham, Button, Lawrence and Albertyn. Despite the big company, Craig was on the move and was actually pulling away from Emig, who had his hands full with Windham and Button.

(Above) McGrath and Lusk traded paint late in the main. McGrath led most of the race until Lusk got him two laps from the end. The two riders lapped up to 11th-placed Greg Albertyn (7). (Right) An out-of-sync Jeff Emig (1) finished a distant fourth. He and Damon Huffman (15) dueled all race long.

"I had the whoops dialed," Craig said of one particularly long section of whoops, where he was gaining most of his time.

Button, however, was on the move as he began picking on Windham and eventually cut underneath him in a turn, taking him wide and taking over third place. And Button wasn't done yet.

Button set his sights on Emig and passed the champ in a turn to take sole control of second. Emig's problems weren't over yet, as he was now being hounded by Windham, who eventually passed him as well. Then, on the last lap, Emig's problems continued when Noleen Yamaha's Tim Ferry surprised him and dropped Emig to fifth and into the semis.

While Emig had troubles coming to terms with the slick track and, in particular, the long section of whoops, Craig had the Phoenix track dialed and pulled out a comfortable lead to the checkered flag.

"A lot of it was the start," Craig said of his winning ride. "This is my kind of track: hard and slippery. The whoops is the toughest part of the track; make one mistake and you're going down."

Button finished second, just ahead of Windham, who was followed by Ferry, Emig, Albertyn, Lawrence and Ward.

Lusk shot his Honda into the lead at the start of the second heat race, ahead of McGrath, while Henry got pinched off on the inside down the long start straight. However, Henry was able to stand on the brake, pivot on the inside of the first turn and pass nearly half the track, putting his thumper into third. Settling into fourth was Huffman, followed by LaRocco, Brown and Pichon.

Before the first lap was completed, McGrath had passed Lusk in a turn for the lead, and the two riders would battle closely for a while before McGrath started pulling away ever so slightly.

Huffman soon got around Henry for third and quickly squirted away from the four-stroke-mounted rider. Positions remained the same until the second-to-last lap, when LaRocco pinched Henry off in a turn for fourth.

At the finish, it was McGrath taking the win with room to spare over Lusk, who had about the same distance on third-placed Huffman. LaRocco climbed to fourth, just ahead of Henry and Pichon.

"I feel good tonight," McGrath said. "In the old days, I used to be really aggressive on the start. Ezra got away and I knew I had to get him quick. Every week, I'm feeling more comfortable. Everything couldn't be better right now."

SEMIS

Emig powered his Jeremy Albrecht-tuned Kawasaki into the lead in the first semi and had no problem pulling away from the pack and taking an uncontested win.

Taking second was Albertyn, who made most of his passing on the first lap down the long whoop section. In one drawn-out move, Albertyn passed a number of riders and put his Suzuki into second, where it stayed the rest of the way.

Kyle Lewis was running third for a while before having problems and dropping back. Suzuki's Ward worked his way up through the pack to finish third, just ahead of Lawrence. Honda rider Heath Voss transferred to the final with a fifth-place finish.

Kawasaki rider Travis Hodges took the holeshot in the second semi, but Brown quickly took over. Brown had the lead down the next straightaway and, by the second lap, Hughes had taken over second. Hughes found himself right behind Brown and the two riders battled down to the finish. Through the last turn, Hughes made a last-ditch attempt to pass Brown, and it paid off. Hughes dived to the inside and outdragged Brown the next 20 yards over the finish-line double jump.

Finishing third after getting off to a sixth-place start was Pichon, followed by LaRocco and Canadian Jean-Sebastien Roy, who edged out Hodges at the finish.

LAST-CHANCE QUALIFIER

Hodges took the early lead in the LCQ but was passed by Takeshi Koikeda on the second lap. Koikeda opened up a sizable lead and looked to be headed for a sure trip to the main. Unfortunately, on the fifth lap, he came up short over a triple jump and ricocheted off the track, all but ending his evening.

Lewis took over the lead and rode to victory, but the battle for second - the last ticket to the main - was far from over. Hodges and KTM's Smail started going at it late in the race, and on the last lap, Smail stuffed Hodges in a turn and took over second place. The move knocked the wind out of Hodges' sails and the battle was, for all intents and purposes, over. Smail held on the rest of the way to take the last transfer position of the night.

MAIN

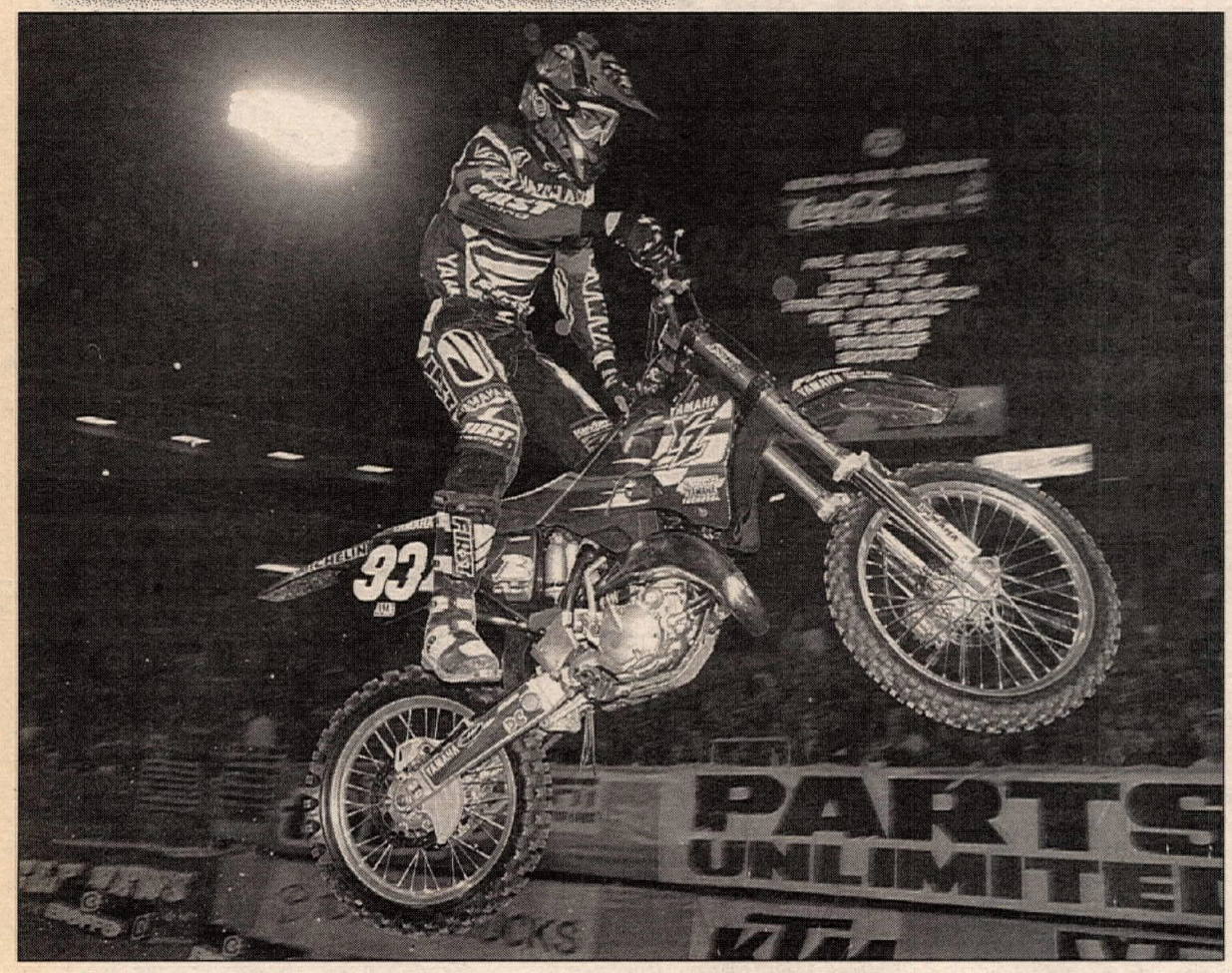
Emig edged out Craig for the holeshot in the 20-lap feature, but McGrath was back to his usual tricks, trying to get out in front right away and pull away. And he did just that.

McGrath quickly got around Emig and then followed Craig for one lap before squaring off a turn and diving underneath the Honda rider for the lead. Emig settled into third, followed by Lusk, Henry, Huffman, Ferry, Button and LaRocco. Trailing the field after crashing were Team Suzuki's Albertyn and Ward. Then Phil Lawrence crashed on the second lap and had the dubious honor of pulling up the rear.

"It was a pretty tight first turn this week," Ward said of his first-lap troubles. "I qualified through the semi, so I was on the outside (on the starting line). I got there (to the first turn) pretty good, but everyone came in a little too hot and came sliding to the outside and slammed into me and Albee. Then Albee got pretty aggressive and ended up crashing. I was right behind him and crashed into him. There was nothing I could do. I got up in 19th."

McGrath, meanwhile, had begun his early-race sprint and opened up a small lead on Craig. But Lusk - McGrath's main concern - was on the move. By the third lap, the Honda rider had passed Emig and was starting to close the gap on Craig. Four laps later, Lusk had reeled in and slipped by Craig for second. McGrath, Lusk and Craig were clearly in a league of their own, as the

Round 3: Sun Devil Stadium



Frenchman David Vuillemin scored his second West Coast 125cc win in a row. He took the lead early on and pulled away.

trio pulled away from the rest of the pack. Emig had fallen way off the lead pace but was still riding just fast enough to keep his teammate Huffman from getting around him.

Henry was next but was just too ill to maintain even Emig's and Huffman's pace and began to fall back. The lone four-stroke rider would eventually fade all the way back to 14th.

"Still feeling a little under the weather," Henry said afterward. "I was just trying to stay healthy for next week."

LaRocco settled into sixth, followed by Windham.

Up front, McGrath had settled into a fast but smooth pace, and Lusk had closed to within about three seconds. For a while, it seemed as though three seconds was about as close as Lusk was going to get to McGrath, who managed to maintain that buffer zone for much of the latter half of the race.

"I was watching Jeremy and he was just spot-on everywhere," Lusk said.

Then lappers started figuring into things.

With about four laps remaining, both McGrath and Lusk began to encounter lapped traffic, and Lusk was suddenly breathing down McGrath's neck. McGrath managed to get around the first few riders cleanly, but so did Lusk. Eventually, Lusk saw his chance to pass McGrath and made his move in a turn. Lusk drove McGrath wide and the two made contact, with Lusk getting a wheel on McGrath's Yamaha. But McGrath came right back and stuffed Lusk in another turn - more contact was made.

"He (Lusk) hit me pretty good, then I hit him back," McGrath said of their bumping. "It was kind of a smashfest there; I'll remember that. It's a long series."

"We definitely made some contact out there," Lusk said. "We rode aggressive all night. In the heat race, he (McGrath) made a pretty aggressive pass on me, and I remembered that. The first pass I made on him (in the main) was aggressive; I started it, but he got me back. We both got each other back a lot. I'm sure he knows that's what it's going to take to win races. He's not a champion for no reason."

The two riders fought side by side for nearly a lap until Lusk pulled clear with just over a lap remaining. McGrath tried coming back but just couldn't find a clear lane to get close enough to attempt a pass. Lusk took a hard-fought and well-earned win, while McGrath suffered one of the toughest defeats of his career.

"Ezra had a clear track ahead of him," McGrath said of the last couple of laps. "There were a couple of Suzuki guys and a couple of Honda guys right in front of me - they were messing me up toward the end there. I was catching up to the lappers; didn't seem like they - I mean - I know they were battling, but jeez..."

Ward, who had crashed earlier in the race, was one of those lappers.

"I was riding as hard as I could," Ward said. "When the leaders caught up, it was hard not to get in their way and still try to pass the guy in front of you."

McGrath probably wasn't happy with Albertyn, who was another lapper. Albertyn was one of the first riders McGrath encountered, and the Suzuki rider was still in front of him at the end.

"They (the lappers) held both of us up," Lusk said. "I almost fell a couple of times going through the whoops because I had to change lines back and forth, back and forth. I don't know if it messed him (McGrath) up or not, but it was real tough. I was getting tired because I had to change so many lines and get out of my groove."

Lappers or not, McGrath was still impressed with Lusk. "He (Lusk) was riding really good," McGrath said. "Toward the middle laps, I got a little nervous maybe, pumped up a little bit. It was a stuff match there at the end."

Afterward, Lusk summarized his winning ride: "I wanted to make good, clean passes and get up front early before Jeremy got away. I knew he would pretty much split like he did in the heat race. I did get up front but not soon enough - he already had a pretty big lead on me. I worked on it, worked on it, worked on it, and I was hoping that he would get a little tired by the end of the race, but it didn't seem like he was fading at all. I knew I was going to have to work as hard as I could."

Finishing in third place, nearly half a lap behind Lusk and McGrath, was Craig, who took the checkers all by himself.

Emig took a distant fourth, winning his race-long feud with Huffman. Windham took sixth after rounding the first lap in 12th; he was followed across the line by LaRocco, Hughes, Pichon, Button, Albertyn and Brown.

Sun Devil Stadium
Tempe, Arizona
Results: January 24, 1998 (Round 3 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Mike Craig (Hon); 2. Jimmy Button (Yam); 3. Kevin Windham (Yam); 4. Tim Ferry (Yam); 5. Jeff Emig (Kaw); 6. Greg Albertyn (Suz); 7. Phil Lawrence (Kaw); 8. Larry Ward (Suz); 9. Kyle Lewis (Suz); 10. Shaun Kalos (Hbg); 11. Ryan Terlecki (Suz); 12. Ted Campbell (Suz); 13. Pat Foster (Kaw); 14. Marco Kovalainen (Hon); 15. Takeshi Koikeda (Yam); 16. Steve Andrich (Yam); 17. Erik Lindstrom (Hon); 18. Anthony Amaradio (Yam); 19. Tommy Johansson (Kaw); 20. Heath Voss (Hon).
Time: 6 min., 55.570 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Jeremy McGrath (Yam); 2. Ezra Lusk (Hon); 3. Damon Huffman (Kaw); 4. Doug Henry (Yam); 5. Mike LaRocco (Hon); 6. Ryan Hughes (Kaw); 7. Mike Brown (Hon); 8. Mickael Pichon (Suz); 9. Frederic Bolley (Hon); 10. Jean-Sebastien Roy (Kaw); 11. James Povolny (KTM); 12. Yoshitaka Atsuta (Hon); 13. Carey Hart (Kaw); 14. Robbie Skaggs (Yam); 15. Brandon Roberts; 16. Lance Smail (KTM); 17. Spud Walters (Yam); 18. Guy Cooper (KTM); 19. Cory Bauder (Yam); 20. Travis Hodges (Kaw).
Time: 6 min., 46.760 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Jeff Emig (Kaw); 2. Greg Albertyn (Suz); 3. Larry Ward (Suz); 4. Phil Lawrence (Kaw); 5. Heath Voss (Hon); 6. Takeshi Koikeda (Yam); 7. Kyle Lewis (Suz); 8. Ted Campbell (Suz); 9. Anthony Amaradio (Yam); 10. Steve Andrich (Yam); 11. Ryan Terlecki (Suz); 12. Marco Kovalainen (Hon); 13. Pat Foster (Kaw); 14. Tommy Johansson (Kaw); 15. Erik Lindstrom (Hon); 16. Shaun Kalos (Hbg).
Time: 5 min., 8.840 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Ryan Hughes (Kaw); 2. Mike Brown (Hon); 3. Mickael Pichon (Suz); 4. Mike LaRocco (Hon); 5. Jean-Sebastien Roy (Kaw); 6. Travis Hodges (Kaw); 7. Frederic Bolley (Hon); 8. James Povolny (KTM); 9. Lance Smail (KTM); 10. Robbie Skaggs (Yam); 11. Yoshitaka Atsuta (Hon); 12. Brandon Roberts; 13. Cory Bauder (Yam); 14. Spud Walters (Yam); 15. Carey Hary (Kaw); 16. Guy Cooper (KTM).
Time: 5 min., 10.460 sec.

250 LCQ (4 laps, 1-2 transfer to main): 1. Kyle Lewis (Suz); 2. Lance Smail (KTM); 3. Travis Hodges (Kaw); 4. Guy Cooper (KTM); 5. Ryan Terlecki (Suz); 6. Anthony Amaradio (Yam); 7. Spud Walters (Yam); 8. Brandon Roberts; 9. Robbie Skaggs (Yam); 10. Takeshi Koikeda (Yam); 11. Yoshitaka Atsuta (Hon); 12. Pat Foster (Kaw); 13. James Povolny (KTM); 14. Ted Campbell (Suz); 15. Cory Bauder (Yam); 16. Erik Lindstrom (Hon); 17. Steve Andrich (Yam); 18. Marco Kovalainen (Hon); 19. Shaun Kalos (Hbg); 20. Frederic Bolley (Hon); 21. Tommy Johansson (Kaw); 22. Carey Hart (Kaw).
Time: 5 min., 30.870 sec.

250 MAIN (20 laps): 1. Ezra Lusk (Hon); 2. Jeremy McGrath (Yam); 3. Mike Craig (Hon); 4. Jeff Emig (Kaw); 5. Damon Huffman (Kaw); 6. Kevin Windham (Yam); 7. Mike LaRocco (Hon); 8. Ryan Hughes (Kaw); 9. Mickael Pichon (Suz); 10. Jimmy Button (Yam); 11. Greg Albertyn (Suz); 12. Mike Brown (Hon); 13. Larry Ward (Suz); 14. Doug Henry (Yam); 15. Lance Smail (KTM); 16. Phil Lawrence (Kaw); 17. Kyle Lewis (Suz); 18. Jean-Sebastien Roy (Kaw); 19. Heath Voss (Hon); 20. Tim Ferry (Yam).
Time: 17 min., 22.620 sec.

250cc AMA SUPERCROSS SERIES C'SHIP POINT STANDINGS (After 3 of 16 rounds): 1. Jeremy McGrath (64); 2. Jeff Emig (60); 3. Ezra Lusk (55/2 wins); 4. Kevin Windham (45); 5. Mike LaRocco (44); 6. Mike Craig (43); 7. Sebastien Tortelli (38/1 win); 8. Greg Albertyn (37); 9. Ryan Hughes (36); 10. Mickael Pichon (35); 11. Damon Huffman (34); 12. (TIE) Larry Ward/Jimmy Button (28); 14. Doug Henry (25); 15. Phil Lawrence (22); 16. Mike Brown (18); 17. (TIE) Lance Smail/Frederic Bolley (10); 19. Tim Ferry (9); 20. Kyle Lewis (7).

KTM JR SUPERCROSS CHALLENGE: 1. Buddi Bruner; 2. Brian Foster; 3. Chapman Fiene; 4. Lance Coury; 5. Jeffrey Jenkins; 6. Tyler McHugh; 7. Gregory Grouleff; 8. Jesse Dirnberger; 9. Chad McHugh; 10. Collin Tarr; 11. Christopher Jensen; 12. Jake Morrow; 13. Michael McCallum; 14. Blaine Cline; 15. Kevin Vogler.

Upcoming Rounds:
Round 4 - Seattle, Washington, January 31
Round 5 - San Diego, California, February 7

Toyota Trucks/Thor/Parts Unlimited AMA Western Regional 125cc Supercross Series
Round 3: Sun Devil Stadium

Two for one

By Eric Johnson
Photos by Kinney Jones

TEMPE, AZ, JAN. 24

That's two and counting. For the second consecutive Saturday evening, 21-year-old French sensation David Vuillemin reeled off yet another impressive AMA 125cc Western Region Supercross win when he took the measure of all 21 riders who dared to confront him at Arizona's Sun Devil Stadium.

And as a testament to his developing talent and confidence, the FMF/Yamaha France/Michelin/Oakley-supported rider (in exile in America until the FIM 125cc World Championship season starts off in Indonesia on March 22) went to the gate on a boisterous note when, on the parade lap, he snapped off a dazzling heel-clicker that brought the house down and, to a certain degree, stunned his competition.

From that point forward it was all elemental, as he rounded the first turn nipping at factory Yamaha pilot John Dowd's rear fender. One lap later, Vuillemin - dazzling through the long whoop section - capitalized on his technique as he streaked past Dowd through the section, never again to be headed. Dowd, however, would keep his composure and ultimately follow the Frenchman home some nine seconds adrift in second. Third on the evening went to another member of the "French Resistance," Stephane Roncada of the Honda of Troy operation. Placing fourth and fifth were Team Split-Fire/Pro Circuit/Kawasaki's Nathan Ramsey and FMF-Honda's David Pingree, respectively.

"I am happy with my race," Vuillemin said. "I got a good start and was in second position. And after that I didn't make too many mistakes, and I was very strong in the whoops - that's where I passed John. After that pass, I did a good race and didn't make any mistakes. I made a good lead, and I made my race smooth."

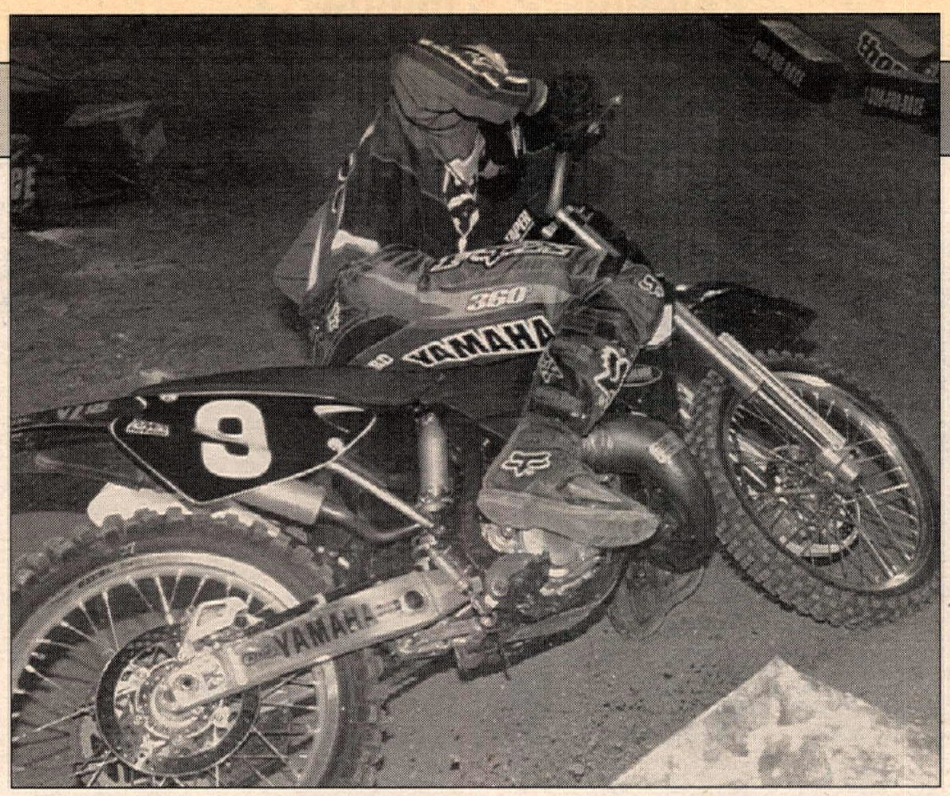
Vuillemin has pulled to within just three points of division leader Dowd, 67-64. Roncada holds down third position with 58 points, and FMF-Honda's David Pingree rests in fourth with 53.

Roncada was the first rider of the evening to bring the 50,000-plus Arizona crowd to its feet, as he stomped off with the first 125cc heat over Primal Impulse/Suzuki competitor Ryan Huffman. The 1988 and '89 AMA 125cc Western Region Supercross Champion, Jeff Matiasevich, commissioned by Team Owner Mitch Payton to return to the division, guided his SplitFire/Pro Circuit/Kawasaki to his first stadium heat-race win since returning from a long stint in Japanese National Championship motocross. Dowd, who started outside the top 10, rampaged through the pack for an impressive runner-up finish. Chris Wheeler won the 125cc last-chance qualifier.

Dowd led the field off the starting gate and through the first turn in the main. In his wake, and in a flying wedge, were Vuillemin, Roncada, Ramsey and Matiasevich. As the pack made its first circuit, Huffman pulled up to challenge Matiasevich, and Vuillemin closed right in on the rear fender of Dowd. Shortly into lap two, and upon diving into the treacherous whoop section, Vuillemin made his move on an out-of-sorts Dowd, and shot through into the lead. For all intents and purposes, the impressive move would define the race.

"I was kind of unhappy with myself and I was making a few more mistakes than I think he did," said Dowd in regard to his short-lived battle with the Frenchman. "I believe that, all and all, he (Vuillemin) and I were pretty close in speed around the track, but I kept making mistakes in the whoops, and that's pretty much what cost me the race, and he got away from me; it was hard to make up time."

Once he found daylight, Vuillemin pulled approximately two seconds on Dowd, who in turn had begun to distance himself from Roncada. Meanwhile, Matiasevich had found a way back around Huffman, and Ramsey, who had dropped a few positions after some paint-swapping and bar-banging with various competitors, began another impressive charge back toward the front.



John Dowd took second in the 125cc main but still owns the series points lead.

Methodically, Vuillemin marched on, pulling approximately a second per lap on Dowd, while Roncada rode around by himself in an increasingly distant third place.

"I felt good at the first part of the race and was up front, but Vuillemin and Dowd ran good and were going pretty fast, and I wasn't running that good," Roncada said. "I was alone the whole race and just couldn't catch up with those guys."

At the midway point, Vuillemin continued to put space between himself, Dowd and Roncada, while, half a track behind, Ramsey blitzed by Matiasevich in a tight and banked bowl turn for fourth. On lap 12, Matiasevich ejected in the whoop section, hitting the dirt hard and snapping the visor off his helmet in the process. Fortunately, after a few moments, he got to his feet, but his ride was over and he exited the track for the pits. From there it was go-through-the-motions time, as Vuillemin, Dowd, Roncada, Ramsey and Pingree raced around the baked and slippery track toward the checkered flag. The remaining laps were uneventful as the top five riders held their positions. On the final lap, Vuillemin rolled through the final turn and coasted to a stop atop the finish-line jump, arms raised in victory. Coming home second was Dowd.

"It was a pretty fun track, but it was kind of dry and all the corners and the whoops were really slippery," Dowd said. "I think I can beat these guys, and if I ride the way I can, I should be able to come out with some more race wins."

The third step on the podium went to Roncada, while Tennessee native Ramsey took fourth.

"I've had a rough first two races," Ramsey said. "I've been real aggressive and going for it in the first few laps and then throwing it away. I definitely think I have the speed to win, but I have to relax a little bit. I was trying to do that in this race, but at the beginning I still ended up in a bar-banging match with a couple of other riders, and it's just racing, but it slows you down and lets everybody get away." CN

Sun Devil Stadium
Tempe, Arizona
Results: January 24, 1998 (Round 3 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Stephane Roncada (Hon); 2. Ryan Huffman (Suz); 3. Nathan Ramsey (Kaw); 4. Greg Schnell (Yam); 5. David Vuillemin (Yam); 6. Jeff Willoh (Suz); 7. Danny Smith (Hon); 8. Brian Deegan (Suz); 9. Jiri Dostal (Suz); 10. Doug Parsons (Yam); 11. Guy Cooper (KTM); 12. Tyler Evans (Suz); 13. Chris Wheeler (Suz); 14. Ryan Duff (Hon); 15. Bader Manneh (Yam); 16. Scott Davis (Suz); 17. Jeff Pestana (Yam); 18. Jimmy Lemastus (KTM); 19. Dustin Nelson (Yam); 20. Brian Sweany (Suz).
Time: 5 min., 24.590 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Jeff Matiasevich (Kaw); 2. John Dowd (Yam); 3. Isaiah Johnson (Kaw); 4. Erick Vallejo (Kaw); 5. Michael Brandes (Suz); 6. David Pingree (Hon); 7. Jason McCormick (Hon); 8. Shaun Perolio (Suz); 9. Travis Preston (Suz); 10 Espen Blikstad (Yam); 11. Robert Naughton (KTM); 12. Jerome Hemery (Suz); 13. Larry Linkogle (Yam); 14. Tony Graves (Yam); 15. Jerry Aleman (Suz); 16. Andy Harrington (Yam); 17. Monte Montague (Yam); 18. Dax Kastrin (Suz); 19. Tommy Harrison (Yam); 20. Brad Hagseth (Yam).
Time: 5 min., 32.180 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Chris Wheeler (Suz); 2. Andy Harrington (Yam); 3. Tyler Evans (Suz); 4. Tommy Harrison (Yam); 5. Guy Cooper (KTM); 6. Jeff Pestana (Yam); 7. Jerome Hemery (Suz); 8. Brad Hagseth (Yam); 9. Ryan Duff (Hon); 10. Robert Naughton (KTM); 11. Doug Parsons (Yam); 12. Larry Linkogle (Yam); 13. Jerry Aleman (Suz); 14. Jimmy Lemastus (KTM); 15. Tony Graves (Yam); 16. Dustin Nelson (Yam); 17. Scott Davis (Suz); 18. Dax Kastrin (Suz); 19. Espen Blikstad (Yam); 20. Bader Manneh (Yam); 21. Monte Montague (Yam); 22. Brian Sweany (Suz).
Time: 3 min., 42.480 sec.

125 MAIN (15 laps): 1. David Vuillemin (Yam); 2. John Dowd (Yam); 3. Stephane Roncada (Hon); 4. Nathan Ramsey (Kaw); 5. David Pingree (Hon); 6. Danny Smith (Hon); 7. Greg Schnell (Yam); 8. Jiri Dostal (Suz); 9. Michael Brandes (Suz); 10. Shaun Perolio (Suz); 11. Jason McCormick (Hon); 12. Jeff Willoh (Suz); 13. Travis Preston (Suz); 14. Chris Wheeler (Suz); 15. Andy Harrington (Yam); 16. Tyler Evans (Suz); 17. Brian Deegan (Kaw); 18. Isaiah Johnson (Kaw); 19. Erick Vallejo (Kaw); 20. Tommy Harrison (Yam); 21. Jeff Matiasevich (Kaw); 22. Ryan Huffman (Suz).
Time of race: 13 min., 32.570 sec.
Margin of victory: 7.005 sec.

125cc AMA WESTERN REGIONAL SUPERCROSS C'SHIP SERIES POINT STANDINGS (After 3 of 7 rounds): 1. John Dowd (67/1 win); 2. David Vuillemin (64/2 wins); 3. Stephane Roncada (58); 4. David Pingree (53); 5. Michael Brandes (47); 6. Greg Schnell (41); 7. Nathan Ramsey (38); 8. Ryan Huffman (31); 9. Jason McCormick (30); 10. Danny Smith (27); 11. Jeff Matiasevich (25); 12. (TIE) Jeff Willoh/Jiri Dostal (23); 14. Shaun Perolio (18); 15. Jason Partridge (14); 16. (TIE) Isaiah Johnson/Tyler Davis/Travis Preston (13); 19. (TIE) Erick Vallejo/Mike Metzger (11).

Upcoming Rounds:
Round 4 - Seattle, Washington, January 31
Round 5 - San Diego, California, February 7

Briefly...

Prior to Saturday evening's running of the Phoenix Supercross, four individual races have been held at **Sun Devil Stadium**. In 1986 Rick Johnson won the event; in 1987 Jeff Ward won; in 1991 Jean-Michel Bayle won; and in 1997 Jeff Emig won. What do all four of these race winners have in common? All four of them went on to win the AMA Supercross title that same year.

Unlike last year's Phoenix Supercross, this year's race was not a sellout - but the attendance figure was still impressive. PACE Motor Sports, the series promoter, announced that **55,225** spectators turned out for this year's race.

Los Angeles Supercross winner **Sebastien Tortelli** was a no-show at Phoenix. The former 125cc World Champion twisted his knee at the Kawasaki test track during the week and was advised by his doctors not to make the trip to Arizona. Rumors were running rampant in the Phoenix pits that Tortelli's injury was career-threatening, but Kawasaki race team manager Bruce Stjernstrom brought it all into focus. "He's okay," Stjernstrom said. "He'll be out 10 to 15 days. He just twisted it. He's good."

Team Kawasaki's **Ryan Hughes** is still struggling with soreness in his lower back and his foot. Hughes injured himself after landing hard off a jump while practicing. "My foot feels better, but my back - there' something wrong with it," Hughes said after his eighth-place finish in the 250cc main. "I think I'm going to get an MRI done this week to see if they can see anything. This is the second week that I haven't been able to ride during the week. But I felt like I was really fast out there tonight; (in) the main event, I was up there about sixth or seventh - then I fell down and went back to 18th. I then came back up to eighth. That was good, but I would like to ride at least once a week."

Doug Henry was still feeling the effects of the flu and it showed on the track, as the popular rider slipped from third to 14th in the final. "I'm trying to fight it (the flu), train and all that at the same time is a little tough," Henry said. "My goal was to get in through the heat race and save my energy for the main; I was glad I was able to do that." A healthy Henry would've been a strong favorite to win the Phoenix SX on his four-stroke Yamaha. "I think it is a good bike for this kind of stuff," Henry said of the hard-packed and slippery track. "It hooked up really good out there (much as it did when he won the Las Vegas Supercross last year)."

Speaking of the Phoenix track, Team Suzuki's **Larry Ward** said it was "...okay. Dirt Wurx (the track builders) did a great job. Those guys have the same schedules that we do; they're working every single weekend and never get to go home. They're doing a great job."

It appears that **David Vuillemin** will not follow the entire Western Region Championship, as he has confirmed his plans of returning to the FIM 125cc World Championship Series."I will go to the GPs in Europe, and I will miss the Minneapolis Supercross," he said. "I think I will come back for Dallas, so I will only miss one race. I hope to come back and ride the 250cc class next year, but only if I am World Champion this year, and it's very hard to be a World Champion."

Another rumor floating through the Tempe pits was that defending AMA Supercross Champion **Jeff Emig** had hired a publicist in order to help promote both the sport and his own persona. Although details were sketchy, the objective of both Emig and his PR person was to procure and capitalize on various electronic- and print-media outlets in key demographic markets across the United States.

According to Enrico Borghi, motocross editor at Moto Sprint (one of Italy's most prominent motorcycle publications), 125cc World Road Racing Champion **Valentino Rossi** was blown away by his visit to the LA Memorial Coliseum Supercross. "He's just crazy about American supercross now," reports Borghi. "All of the journalists in Europe have called me and told me that's all he's been talking about. He wants American supercross stickers for his practice MX bike, and he wants a Troy Lee fin for the top of his helmet. He's telling everyone it was one of the best times in his life."

Moto XXX team member **Mike Metzger** crashed and broke his right femur during practice at Phoenix. Metzger will be out of action indefinitely.

Jimmy Button will ride the AMA 125cc National Championship Series in 1998. According to Team Chaparral Owner Dave Damron, the engine is currently being developed by former World Road Racing Champion and tuning ace Kel Carruthers. "When you equate motocross to road racing, the 125cc engine is the closest we get," Damron said. "We feel Kel and his road racing experience will bring the most out of the Yamaha 125cc engine for Jimmy." Race team manager Larry Brooks agreed: "After all, 500cc GP bikes are basically powered by four 125cc engines."

While the 125cc West Region Supercross is now in full swing, the East Region guys are counting the days to their opening round in Indianapolis on February 14. "Ricky can't wait," said Johnny O'Mara, Ricky Carmichael's close friend and consultant. "He's raring to go. Ricky's been riding and training with Ezra Lusk, and those two make a good combination."

Team SplitFire/Pro Circuit/Kawasaki owner **Mitch Payton** also commented on the Lusk/Carmichael association. "I'm stoked," Payton said. "Those guys ride their motorcycles and bicycles and train together and don't get caught up in the scene in California. They're back there (on the East Coast), working hard."

Former AMA 125cc National Champion **Guy Cooper** attempted to qualify for both the 125 and 250cc main events in Arizona. The KTM-mounted Cooper just missed making the 125cc main and came up a few positions short of qualifying for the 250cc main as well.

Eric Johnson

TALL WALKING

(Above) Mike Bell spent his entire profession racing career at Team Yamaha. (Left) Yamaha-mounted Bell won his first - and only - supercross title in 1980.

By Eric Johnson

"I came around the corner and the white flag was out and I thought, 'Holy crap, I'm leading the Super Bowl of Motocross," said Mike Bell from his home in Southern California, as he reflected on that eventful June evening in 1978.

The site was the Los Angeles Memorial Coliseum, and after a midpack start - and subsequent inspired charge through the pack - young Yamaha factory pilot Mike Bell had made it to the front of the field and was desperately trying to keep a frenzied Bob Hannah behind him.

"I didn't know I was leading the race until the white flag," Bell continued. "I was battling with Bob Hannah, who kept running off the track and charging back. I thought to myself, 'I gotta do this.' So I kept pushing and it worked. On the last lap, Hannah was up and down the side of my bike, wearing the number plates off, but I held my ground and won the race."

The win was Mike Bell's first big stadium achievement and would ultimately help push him to the highest level in the sport. Smooth, tall and lanky - which would ultimately lead to his infamous "Too Tall" nickname - the 6-foot-3 Lakewood, California, resident was purpose-built for the gnarly sport of supercross and proved it by winning the 1980 AMA Supercross Championship. And while he would be forever typecast as a supercross specialist, Bell was also an outstanding natural-terrain racer. In barnstorming the AMA National Motocross Championship circuit during his seven-year professional career, Bell won six 500cc Nationals, and in three consecutive years - 1979, '80 and '81 - placed second in the AMA 500cc, 250cc and 500cc National Championship points chase's, respectively. Despite his best attempts and coming within an eyelash of winning the 1979 500cc title (more on that later), Bell is the only supercross champion never to have won an AMA National Motocross Championship.

However, all things considered, it was supercross that Bell truly loved.

"I loved supercross," says Bell. "I was made for it. My style, my height, and growing up in night racing led me to love racing under the lights. In fact, I never rode a day race until I turned pro - it was all night racing."

Right from the beginning, the stars were aligned for Mike Bell's place in the sport of motocross. Like a number of American-born racers, Mike Bell was born into a family of motorcycle enthusiasts. His father, Bill Bell, worked for a major motorcycle dealership with a significant race culture, and when the time came for Mike to begin riding and racing, Southern California was a boomtown of motocross racing activity.

"I was born in Downey, California, and grew up in Lakewood, where we moved to when I was 4 years old," Bell recalls. "My father got a BSA Gold Star the year I was born and my mom has pictures of me in a stroller while we were at the races. I guess I was always around racing. I first began riding at a cabin we had up in Big Bear (a mountain resort area in Southern California), and it seemed like we always had bikes around while I was growing up. Eventually, my dad, who was a service manager at Long Beach Honda, got out of racing himself, and as part of my evolution in riding motorcycles, got me into it. However, he was real strict about my brothers and I racing, as he wanted us to have our abilities covered before we got out on a race track.

"My start in racing was a slow process for me. My dad, who was seri-

ously involved with Long Beach Honda's race team at the time, would go out to Ascot where he was tuning and I would tag along. For my 14th birthday I got a square-barreled Maico 250. There were no 125cc bikes then, and the 250s were easier to ride. The bike was really easy to ride and I started racing at Ascot, Lions, Orange County and Corona in Southern California. I was a mid-pack 250cc Junior, but you have to remember that in 1972, there would be three divisions in the class wherever you went."

As Bell toiled on in the Southern California night-racing scene - racing upward of five times a week - he began to find a rhythm that helped push him to the top of the score sheets. It all paid off when Mike scored his first shiny chunk of plastic, metal and marble.

"I remember that my first trophy was from Corona Raceway, and it is one of the most important trophies of my career," says Bell. "In fact, on my mantel today, there are five trophies: One from the Super Bowl of Motocross in 1978, one from my first 500cc National win at St. Louis (Missouri), my supercross championship trophy, a trophy from my last professional win at the Dallas Supercross - and the trophy from Corona. In fact, inscribed on it is: 'Corona Raceway, 250cc Junior Division 2, 6/15/72, 3rd Place.' For some reason, it was such a milestone and a big deal to me. I still remember getting that trophy as clear as day. Back then you would get your trophy the next week, and when I went to the race and it was there waiting for me, I was thrilled."

Without really realizing it, through his exploits on tight and sinuous Southland night tracks, Mike Bell was bashing out the fundamentals that would eventually make him an American supercross champion. Amazingly, due to family logistics, Bell would not compete in a sunlit day race until he entered high school. However, undaunted, he made the best of the situation and kept forging ahead.

"My dad was so busy with racing then that it was hard for him to take me to the weekend races. Eventually, some of my buddies I went to school with started to go to Saddleback and Carlsbad to race, and it was at that point in time that I was really into racing. I read Ake Jonsson's book on motocross and was just so dedicated to racing. I ran, and joined a gym in order to be a better motocrosser. One really cool thing that happened at the time is that my mom made a deal with me: When the Trans-AMA came to California, my mom would take me and my bike out to the tracks where Gerrit Wolsink and Roger DeCoster were testing for Suzuki, and when they would race by, I would jump out on the track with them and try to stay with them for a few turns. It was like an early version of a motocross school."

Eventually, Bell progressed into the CMC local pro ranks in California and became a member of a fast and aggressive contingent that would show up to thrash each other on a weekly basis. Brutal and aggressive, the "scene" was a crucible of motocross talent.

"I had a ride with Long Beach Honda and I was going out and racing everywhere," says Bell. "It was so competitive in Southern California then as Marty Smith, Tommy Croft, Gary Denton, Dave Taylor, Dave Carlson, Bruce Baron, Bruce McDougal - the list goes on - were all racing around the area. You would go to a race and there would be so much talent. Every weekend that there wasn't a National, all the top National guys from California would race at Saddleback.

"When I won the CMC Championship in 1974 - it was more of a points-accumulation series - I was totally dedicated. I was racing four to five times a week, and I just got better from having all that talent around me. Southern California was just a great place to race then."

Seemingly content to cross swords with the local combatants, Bell was approached by the successful DG aftermarket shop team that had helped launch the race careers of Southern California-based icons such as Bob Hannah, Broc Glover and Danny Turner. Clad in the familiar blue-and-yellow DG jersey - a significant part of the folklore of 1970s U.S. motocross - Bell continued his trek across the So-Cal. scene, as well as hitting the road to get his first taste of the AMA professional circuit.

"In 1976, DG came in and helped and offered me an RM250 deal," Bell explains. "I didn't do that great and it was a big transition deal for me. I did a couple Trans-AMA races, like at Texas and Sears Point, but I didn't feel like I was going anywhere.

"At the end of 1976, we switched to Yamaha YZs - it was the 'D' models - and that bike changed my life," Bell recalls. "I won 74 races at Saddleback with it!

"In 1977, I was second behind Marty Smith in a qualifier at Hangtown. I was riding really well and I finished seventh in the first moto and was in the top five in the second moto when the air cleaner filled up with sand. I got noticed at that very race and immediately received more support from Yamaha."

Then came the big break. At the 1977 500cc U.S. GP of Motocross, Team Yamaha showed up with a special motorcycle for Bell to ride in the 250cc support class. The afternoon would become a defining moment in Bell's career.

"At the 1977 Carlsbad United States Grand Prix of Motocross," Bell remembers, "Yamaha gave me one of Bob Hannah's bikes. It was a semi-works bike, in that it was a production bike with some works parts. I wore the DG jersey and won both motos in the 250cc support race. After that race, it all went so quick. Yamaha bumped me up to the next level. I had a truck and mechanic, all that stuff, and it was an easy transition for me because the bike was so good. I believe that anyone could have been good on that bike. Look at the results from that era: Hannah, Glover, Staten, Burgett - they all won on the Yamaha. They were such great bikes. In retrospect, sometimes it's better to be lucky than good in those situations."

As the season moved into the late summer months, Bell put pen to paper and signed a factory contract with Yamaha. He also - inadvertently - ended up in the middle of the infamous Byzantine "Let Brock (sic) Bye (sic)" affair: In 1977, at the last 125cc National of the year in San Antonio, Texas, Team Suzuki rider Danny LaPorte and Team Yamaha's Broc Glover were locked in a titanic fight for the title. In the last moto of the year, Bob Hannah - who was mathematically out of the points - was leading Glover by 20 seconds. Realizing that if they commanded Hannah to move over and let Glover through, Yamaha would win the title. They did just that. Hannah's mechanic, Keith McCarty (now the team manager at Yamaha), was ordered (allegedly by team manager Ken Clark) to put the infamous "Let Brock Bye" pit-board signal out. Hannah took the dive (because he had to), Glover won the title and LaPorte went home empty-handed.

"In late 1977, I received a full ride and rode the remainder of the 500cc Nationals and the 250cc support races at the Trans-AMA," says Bell. "I won the Trans-AMA Series. That same year I rode the last 125cc National at San Antonio, Texas, where Glover, LaPorte and Hannah were involved in the 'Let Brock Bye' incident. It was my first and only 125cc National, and I don't know if anyone is aware of this, but I finished fourth that day and Mark Barnett got fifth. We also got lapped. They (Hannah, Glover and LaPorte) were going so fast that day. It was such a dilemma for everyone involved. But the bottom line was that no one could interfere with those guys because they were in a class of their own. All I know is that I was really stoked with my performance that afternoon."

After a career that had consisted of local professional events and a host of "one-off" Trans-AMA, Grand Prix Support and AMA National rides, Bell headed into the 1978 campaign as a full-time Yamaha factory rider. Things went well right from the start. On June 18th, he won his first professional AMA race at the St. Peters, Missouri, 500cc National. Then, on the very next weekend, Bell experienced the finest and most satisfying moment of his entire racing career.

"Winning the 1978 Super Bowl of Motocross at the Los Angeles Coliseum was the highlight of my career," says Bell adamantly. "I had gone to the first Super Bowl in 1972 with my dad and always loved the race. I didn't know I was leading the 1978 race until the white flag. I was battling with Bob Hannah. When I crossed the line, I looked right at the seats I had sat in six years before with my dad - it was all so surreal. I got home that night and my mom and dad and sister and all my friends were there, and I just felt great. One thing that was very cool: The next morning I woke up and thought the whole thing was a dream - I didn't believe it was true. However, my dad had set the trophy on the dresser by my bed, and I still couldn't believe it. Being a So-Cal. guy and growing up with the sport, winning that race was absolutely the highlight of my career.

"Another great story I remember from the 1978 season was the U.S. GP, where I finished third overall for Top American honors. I remember racing against Roger DeCoster - I had pictures on my wall of him when I was still sharing a room with my two brothers. In the second moto, I was right in there and I came up on him, and my mechanic put out a signal that said, 'You can.' Which meant pass DeCoster. So I passed him and pulled away. That was a great moment for me."

Just a few weeks later at the Red Bud National in Michigan, Bell suffered the first of what would be many knee injuries. Unfortunately, the problem would sabotage the remainder of the season and send Bell back to California to recuperate and get it all back together.

Still, it was a strong season for the rookie factory pilot, and he had managed to find a nice niche in a team full of strong (and quirky) personalities.

"We didn't have any problems, but there were certainly high levels of competitiveness on the team," says Bell in regard to the atmosphere surrounding the Team Yamaha box vans during that era. "Someone's feeling were always hurt, but it was nothing any of us couldn't get over. Hannah was cool - I had put him on such a pedestal and had so much respect for him as an athlete. I wanted to be just like him and I wasn't afraid to work hard. Through that, Bob helped make me a better racer. Pierre Karsmakers helped me the most, as he kind of chaperoned me. He had all this racing wisdom, and by the time I came up, he was in the swan song of his career and was very helpful to me."

Despite a rough start, 1979 ushered Bell into the realm of superstar status. Beginning with the 1979 AMA 500cc National Championship, where he won four Nationals, Bell experienced a tumultuous roller-coaster ride of a year, fraught with emotional peaks and valleys.

"1979 was a tough year, as I started the season 50 points behind after the first four motos," Bell remembers, "some crashes and DNFs - especially at Southwick (Massachusetts), where I crashed in the first turn and went from dead last to third, but, due to a flattened gas tank, ran out of gas. Then, in the second moto, I was leading by 20 seconds and got a flat tire. Those types of things can take the fight out of you and I ended up playing catch-up all year long. Danny (LaPorte) was fast and knew how to win a championship, but we still ended up having a good battle for the

title. I ended up losing the championship by three points (399 to 396), and through a deal I had made with my mechanic, Dave Osterman, I had to drive the truck all the way home from St. Petersburg, Florida."

Far and away the darkest moment of Bell's '79 season - if not his entire career - was the first moto of the 500cc U.S. GP of Motocross at Carlsbad. The California sun had turned the venue - which teemed with 30,000 people - into a 100-degree crucible that was more akin to a Cleveland blast furnace than anything resembling a seaside motocross facility.

"I blew up there," Bell recalls. "I remember being on the line, and we had a false start. When we went back to re-stage, I remember watching an air show that was going on - it was dream-like. It was over 100 degrees and I was incredibly hot. The gate dropped and we took off, and I got a great start and pulled out to a 40-second lead by the halfway point. I was just dying and couldn't get enough air. Riding up the big uphill, it felt as if I was standing behind a hot exhaust fan. I was leading and trying to compose myself. I wasn't riding over my head, but when I went by the finish-line area, I thought to myself, 'I can't go anymore.' I don't remember my last lap. The first thing I remember is the medics putting me in ice and carrying me away. That week I went to see my doctor, and he said to me: 'You're lucky you didn't kill yourself. When you get heat exhaustion that bad, you can black out at any time. You could have been going downhill at 60 miles per hour and blacked out.' That was scary to hear and, ultimately, I was very disappointed with what happened. On a brighter note, I won a moto at Carlsbad in 1982, the year Danny Chandler won, and was real proud of that.

"I was third in supercross points in 1979 and had some very good races," continues Bell in regard to his campaign across the country. "After the season, I didn't take any time off. Remember, there was no European supercross season back then. I trained and tested the entire time. Bob Hannah got hurt that same year in a water-ski accident and I was going to carry the torch for Yamaha, so Keith McCarty stepped in and helped us a lot with testing."

Heading into the AMA Supercross Series season opener at Seattle, Bell was ready for war. Armed to the teeth (courtesy of Yamaha and its technical resources) and in outstanding physical condition, the lanky Californian was the man to beat from the moment the gate dropped in the Kingdome on February 9, 1980.

"We went to Seattle and won both nights," says Bell. "As the season progressed, I was really disappointed I didn't win Daytona. Mark Barnett and I were clearly the fastest guys that year and we were both very competitive with one another. I won the New Orleans Supercross, which was a big deal because it was televised, and Bruce Jenner (former Olympic decathlon gold-medal winner) was one of the commentators, so that was a big deal. I crashed in the main event and charged back to pass Chuck Sun in the very last turn. I won in Pontiac and ultimately won and clinched the 1980 Supercross title in Philadelphia. I also won the last race of the season in October at San Diego, and that one was real sweet because Mike Goodwin gave me 75 free seats for my family and friends, because I had done a lot of work in media promotion for him that year."

On the outdoor front of America's two-front motocross/supercross war, Bell again finished up second overall. This time it was to Team Suzuki's Kent Howerton. "I didn't win a National in 1980 because all my energies were in supercross," says Bell. "I didn't want to ride the 250 outdoors; I wanted to ride the 500. However, Yamaha's strategy was to keep me on the 250 all year."

Although Yamaha had been on top of the world during the Hannah, Bell, Glover and Burgett era of the late 1970s, the team struggled with a poorly designed motorcycle in 1981. Constantly at odds with the mean-spirited and ill-handling bike, Bell continued on and stayed consistent, and he kept his chin up and, despite not winning a National or supercross, placed second in both the AMA 500cc Nationals and 250cc Supercross Series.

"1981 was a difficult year, and I don't really know why. I was just as dedicated but just wasn't ready to battle the bike. We were going back and forth with water-cooled and air-cooled engines - and constantly trying to reinvent the wheel. I didn't win a National or supercross during the regular season, and my best result that year was at the Buchanan (Michigan) Trans-USA race, where I went 2-2 to win the overall. I liked riding the Trans-USA, because the series wasn't that long and it was always cool to race the Europeans. Andre Malherbe was so fast and I always enjoyed racing against him."

Determined to roll his Yamaha back into the National Championship winner's circle, Bell trained relentlessly for the 1982 season. However, it all went wrong at a CMC Golden State Winter Series race in January when his gangly legs got the better of him - again - and he experienced another knee injury. But, like he always did, Bell put his head down and got back into fighting trim, returning to the circuit just before the Los Angeles Memorial Coliseum Supercross in mid-July. As he soon found out, the clapped-out ballyard still had some magic left in it for the old pro.

"I started the season off hurt in 1982. I had to have a knee surgery and missed a lot of races, including a chance at the 500cc National Championship. I came to the LA Coliseum race that summer and felt like I didn't have a chance. I got a great start and Barnett got taken out in the first turn. Then all that was left was Broc Glover, and I knew I could beat him, so I passed him through the whoops. The next 18 laps were the longest of my life, but it was so easy, and I just concentrated. It was a cool win for me because it had been a long time."

Just prior to the start of the '98 season, Mike Bell could hear the drum bang slowly on his career. Battered and bruised, the war-weary gladiator was beginning to think ahead to life outside the sport. However, on April 16, Bell proved that he still had the "right stuff" when he beat rookie sensation, teammate Ron Lechien to win the Dallas Supercross. Bell wasn't fooled by the result and was keenly aware that the curtain on his career was about to be dropped.

"I was tired of being injured," admits Bell. "You have to remember that back in 1978, I got hurt right away in my career. And through my career, I ended up having nine knee surgeries, and that became really frustrating for me. I had the speed, ability and desire and I'd get my momentum and - boom! I'd be hurt again. By then I knew my career was winding down. It was too bad because I was starting to ride real well outdoors and had a number of great supercross races. I won the Dallas Supercross and that was my last big win. I had a great start there and was racing Ron Lechien for the lead. Ron was so young and was doubling things that I wasn't even thinking of - I just wore him down. It was definitely a sign that it was time to think about retirement.

Today, Mike Bell is a sales representative for Oakley.

"You know when you win, like I did in 1979 and 1980, I knew I was the best guy. I'd look down the line and know I could beat everyone there. But later - Ward, O'Mara, Lechien - they were all former mini guys. Man, Lechien had 'Too Tall 2' written on his pants my last year," Bell laughs. "I always enjoyed the 'Too Tall' nickname. It was cool, and there was certainly no getting around it. I'd always have people saying, 'Oh, you look too tall on the bike. It looks like you're riding an 80, ha, ha, ha.'"

On May 29, 1983, on the Appalachian foothill-based Mount Morris, Pennsylvania, track, Bell's career came to an abrupt end following a serious crash during practice.

"In May of 1983, in practice, I crashed and broke my femur, and I knew that was it," says Bell. "My doctor was a cool guy, and when I went to see him, he said, 'You know, you should think about doing something else or we'll be pushing you out of here in a wheelchair.'"

Now a man without a sport, Bell began the process of starting a new life that didn't require him to live out of a suitcase. Bell turned to mountain-bike racing, where he eventually won the prestigious Mammoth Mountain Downhill Kamikaze.

Then, in January of 1985, the phone rang, and it was for Mike. "Jim Jannard at Oakley called me and asked, 'Mike, do you want to come work with me?' Jim was always super nice to me," Bell says. "Back when I was racing, he wanted to sponsor me, but I remember him once saying: 'I can only afford Mark Barnett, Johnny O'Mara and a couple of other young guys. We have money, but not enough to pay you.' He needed somebody to go to the races for him to represent his product and I remember saying to him, 'Jim, I've never had a job!' I was really afraid at first of going to the races and not racing, so I went to the Seattle Supercross and just loved it. I went back to Jim and said, 'Sign me up.'"

As fate would have it, the relationship ended up being a match made in heaven.

"This will be my 14th year at Oakley, and I'm now an outside sales representative for the Southern California region. I love it and it fits my personality, as I'm still goal-oriented. Sales is very competitive, and there's a lot of competition to be successful. What's good is that Oakley keeps me into everything. I'm now into a number of different sports that I never would have been if I didn't work for Oakley. I couldn't ask for a better job. I also work with Jim Hale at AXO and he's also been great to me. What's also very cool is that Johnny O'Mara now has my former rider-representative job. When I heard that his hat was in the ring for the job, I told Jim we had to have him. They couldn't have a better guy for that job."

Today, Mike Bell resides where he always has - in Southern California. A happy father of two, Bell, with his wife, Linda, stays busy keeping track of their athletic and mobile children.

"I have a wife named Linda, a son named Trevor who is 9 years old, and a daughter named Brooke, who is 6," Bell says. "We're also halfway to number three. Trevor has a Kawasaki KX60 and Brooke has a Yamaha PW50. Both have a ton of talent on their motorcycles and also do a lot of BMX racing. A lot of what we do involves wheels. Trevor also likes basketball and soccer, and I support him in whatever he wants to do - although if you ask him, he'll tell you that he wants to be a professional motocross racer."

Does Bell still love and think about the sport of motocross today?

"Absolutely. I really do love the sport. Of all I've done, or attempted to do, motocross is still my sport. I love it and it's fun to have a place in its history. I'm proud of everything I've done in the sport.

"However, I feel the sport's changed in attitude," he says. "The riders are different. They're highly skilled bike handlers, but I don't see the same total dedication of champions such as O'Mara, Barnett, Stanton and Wardy - so many of those guys just worked their butts off. It was their job and there was nothing else. It's more of a lifestyle now than a way of life."

Every generation of motocross fans has their heroes. For the kids that grew up in the 1970s, Mike Bell will always be remembered as the tall and stylish stadium specialist who could also get the job done outdoors. However, if you ask Bell's young son, Trevor, for his opinion on who he thinks rules the roost, you'll get a surprising answer.

"Not too long ago," says Bell, "Oakley hosted a basketball game for a number of American motocross stars and industry people. While we were there walking around and checking things out, my son Trevor said to me excitedly, 'Dad, that looks like Jeff Emig over there.' So Jeff walks over my way, sees me, and says, 'Hey, Mike, how are you?' Trevor then says to me, 'Oh, wow, you know Jeff Emig.' I laughed and said back to him, 'No, Trev - Jeff Emig knows *me*.'"

HONDA

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The Supercross Series has begun and the action so far has been better than ever. The sleeping giant, Honda, has awakened with a vengeance, as Ezra Lusk appears ready and able to ride the red machine to more victories. However, Emig, McGrath, Ward, Albee and Henry will never give in easily. This month the Supercross Series finishes its western leg then swing towards the east. Watch racing history as it happens on the AMA Supercross Series.

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Date	Eastern Time	Description
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2/2/98	3:00 AM	MotoWorld (R)
2/2/98	3:00 PM	Tempe, AZ Supercross (R)
2/5/98	6:30 PM	MotoWorld
2/7/98	6:30 AM	MotoWorld (R)
2/7/98	12:00 PM	Seattle, WA Supercross
2/10/98	1:30 AM	Seattle, WA Supercross (R)
2/12/98	3:30 AM	MotoWorld (R)
2/12/98	3:00 PM	Seattle, WA Supercross (R)
2/12/98	6:30 PM	MotoWorld
2/13/98	4:00 AM	Seattle,WA Supercross (R)
2/13/98	6:30 PM	MW2 Rev It Up
2/13/98	7:30 PM	San Diego, CA Supercross
2/14/98	12:30 AM	San Diego, CA Supercross (R)
2/14/98	3:30 AM	MW2 Rev It Up (R)
2/14/98	3:30 PM	MotoWorld (R)
2/17/98	3:00 AM	MotoWorld (R)
2/18/98	3:00 PM	San Diego, CA Supercross (R)
2/19/98	6:30 PM	MotoWorld
2/20/98	6:30 PM	MW2 Rev It Up
2/20/98	7:30 PM	Indianapolis, IN Supercross
2/21/98	12:00 PM	Indianapolis, IN Supercross (R)
2/21/98	2:00 PM	MotoWorld (R)
2/23/98	3:00 AM	MotoWorld (R)
2/24/98	3:00 AM	MW2 Rev It Up (R)
2/24/98	3:00 PM	Indianapolis, IN Supercross (R)
2/25/98	12:30 AM	Indianapolis, IN Supercross (R)
2/26/98	6:30 PM	MotoWorld
2/27/98	8:00 PM	Atlanta, GA Supercross
2/28/98	12:30 PM	Atlanta, GA Supercross (R)
2/28/98	2:30 PM	MotoWorld (R)

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Peterhansel goes out in style

In what was most likely his last Paris-Dakar ride, Frenchman Stephane Peterhansel cruised to a record sixth win aboard his high-tech, two-cylinder Yamaha 850.

By Geoff Meyer

DAKAR, SENEGAL, AFRICA, JAN. 1-18

As Stephane Peterhansel arrived at Dakar, Senegal, on January 18, many off-road followers must have felt a knot in their stomachs, and maybe even a tear or two rolled down the hard faces of the Dakar Rally competition. Why? Because the legendary rider from France was making his last charge to the small city in Africa and his last wave to the band of Senegal people. At the scene of so many of his great battles, the now six-time winner of the greatest off-road rally in the history of motor sports was saying goodbye.

"I was very emotional as I arrived (at the finish). It's hard to think it's over," Peterhansel said as he climbed off his XTZ850 TRX Yamaha machine. Only minutes after winning his sixth Paris-Dakar Rally, on a warm day in Dakar, the 1997 World 250cc Enduro Champion looked a little lost.

"I think that's it for me," he said of what was possibly his last Dakar performance. "Yamaha is nearly sure they will stop. Maybe if they come back in a few years, I'll ride for them, but maybe I'll be too old."

The 20th anniversary of the Dakar rally was a monumental success, with new names coming into the rally scene and a king leaving his throne while still at the top of his game.

This year's rally started on January 1 in Paris, France, and, as everyone expected, it rained, and the downpour forced many of the top riders to play it safe in the first tests. None of the heros risked their chances in these conditions and, as a result, a rider named Francois Flick, riding a Honda XR400, won the opening day over a handful of KTM-mounted novices after the first stage. Peterhansel was 15th, and another multiple Dakar Rally winner, Edi Orioli, on the famous BMW 600 machine, was 47th. America's only representative, Paul Krause, riding a KTM, was 71st.

Day two brought the riders out of the mist of southern France and into Spain. Still, the cold winter weather in Europe was evident, as lesser-known KTM rider Fabio Fasola won a stage, but four-time World Enduro Champion Giovanni Sala did place fifth. Peterhansel, on the other hand, played the waiting game, moseying along in 45th place. Sala came back and won the following stage ahead of a parade of fellow KTM riders.

"It's not that important to win this early, but it's nice to to do well in front of so many people. Once we get to Africa, it (the course) will be much less populated," the smiling Sala said.

The moment all the competitors had been waiting for came on day four with their arrival in Morocco. This is when sand specialists like Peterhansel and Orioli come into their own, although the Yamaha-mounted Peterhansel was quick to make mistakes.

"I fell after about five minutes from the start in Africa. I'm a little sore," Peterhansel said.

Nevertheless, Peterhansel won the stage and moved into the lead for the first time in the rally.

Finishing behind Peterhansel was six-time World Enduro Champion Kari Tiainen, riding a KTM, with fellow KTM rider and enduro specialist Richard Sainct in third place. Also impressive in the opening day in Africa was the Roof Over Africa Rally winner, KTM rider Alfie Cox, as the South African came in fourth.

"I was really racing early; then I thought I'd better slow down - one mistake here and you're in trouble," Cox said. "But then I got going again. To be honest, I got a little carried away."

Australian Safari winner Andy Hayden held seventh on his KTM and, like Cox, looked very fast in his first Dakar challenge.

Tiainen and Peterhansel made a huge blunder on day five. As the two men led the riders into the Er Rachidia-Quarzazate stage, they made a wrong turn which took them through a system of small villages. By the time they realized they were off course, Italian Fabrizio Meoni, aboard another KTM, had passed and was heading for the stage win.

Peterhansel was livid for making such a mistake: "I broke my gear shift at the start of the stage, and Tiainen caught me," Peterhansel explained. "Then I was occupied with the gear lever and missed the turn, following Tiainen - it was a bad mistake and could have cost me very dearly."

Meoni was not too sorry for Peterhansel. "I saw a lot of tracks going towards the left (the tracks of Peterhansel and Tiainen) and at first I followed; then I realized on my navigational equipment that I was going the wrong way," said Meoni, who won the battle this time.

Spanish rider Juan Roma was happy, too. "I was riding with Meoni and followed him," the KTM rider said after taking the overall lead from Peterhansel. British KTM rider John Deacon also had some bad luck. The tough Brit was in some trouble after hitting a local car and nearly falling down a huge cliff, which most likely resulted in a big DNF.

"Luck is a major part of this event - I've had my luck today," Deacon said.

Factory KTM rider Thierry Magnaldi wasn't as lucky as Deacon, as the French rider DNFed on this day (day six) - his machine's fuel tank was so badly damaged in a crash that repair was impossible. Again, Peterhansel won this stage and moved into fifth place behind Roma, Meoni, Slovakian ISDE veteran Jaroslav Katrinak, and last year's third-place Dakar finisher, Oscar Gallardo, who was riding a BMW.

Peterhansel continued to roll on as he took another stage win, which moved him into the overall position. With the long marathon stage coming in stage eight, all the KTM riders were preparing for an all-out assault on Peterhansel's blue machine.

The Australian, Hayden, surprised everyone with the marathon win, finishing ahead of Roma, Sainct, Jordi Arcarons and Peterhansel. Orioli took sixth, looking stronger as the rally moved deeper into the African dunes. The modest Aussie played down his win, saying, "I'm having a great time. I love those big dunes, and my only problem is my fuel pump is not working. It makes me a little nervous, because you never know if you're going to run out of fuel."

Meanwhile, Krause had made up for his 71st-place start and was running 17th overall after a ninth-place finish in the marathon stage.

"I'm feeling better all the time. I'm going fairly easy," he said.

At this point, Meoni was only 13 minutes off leader Peterhansel's pace following his second stage win of the rally, and he certainly gave notice to Peterhansel that he was - at this point - a serious challenge.

The next stage saw another stage winner; this time it was Cagiva-mounted Carlo Satelo. It was Cagiva's only win of the rally, but, unfortunately for the team, Satelo would soon be out of the rally.

While Satelo's win might not have given the KTM factory riders much to cheer about in the grand scheme of things, the fact that Peterhansel was spot-

ted adding water to his bike's radiator, gave the KTM crew something to get excited about - could it be that the mighty Yamaha 850 was out of the event?

The answer ended up being no, but Peterhansel did lose five minutes with overheating problems. Any hopes KTM had of taking advantage of Peterhansel's problems were doused when Meoni suddenly dropped 15 minutes.

"We thought we had the lead; then Meoni lost both his navigational systems," said KTM team manager Heinz Kinigadner. "This is just part of this event, but it's very tough (mentally) on Fabrizio."

Sainct took over second place and was now KTM's last hope. Sainct was only about 20 minutes behind Peterhansel, and Sainct decided to throw everything he had at the leader, taking the stage 12 win and moving to within 19 minutes of the leading Yamaha. Also making progress was Krause, his fourth place keeping him among the top 20.

"It was fun. I had an excellent ride," Krause said. "The dust made overtaking a little difficult, but unlike the guys ahead of me, I'm under no pressure."

Haydon was a little worse off. "I was really getting into it, and then I crashed and got my hand bandaged up; it really cut my speed," the Australian said.

The following days saw riders drop out like flies: Orioli's BMW gave up in the desert heat; Peterhansel's Yamaha teammate and last year's runner-up David Casters crashed out; and second-placed Sainct called it quits with a dead engine.

Still, KTM had hope, with Meoni running second again and Hayden riding hard in fourth place after winning another stage.

"I started gently to get my wrist loosened up," Haydon said. "It was so dusty, though, and I could not get by Peterhansel for a long while. In the end, we arrived at the finish together."

Cox, meanwhile, was having trouble. "I crashed and wrecked my road book," Cox said of his stage run. "I then got lost and was about 15 minutes back from the others, but I really wanted to do well and caught the lead riders with only a short time to go. I was flat out for sure."

Cox still finished second on time, ahead of Peterhansel.

With time running out, Peterhansel decided to let his rivals have some fun, backing off and watching the orange machines of Hayden, Meoni and Cox fight for the wins. Deacon set his personal best with a win in stage 15 (which was the first stage win ever for an English rider), while Holland's Gerard Jimmink took a stage win, as did Cox and Arcarons. It was of no consequence, though, as Peterhansel kept his 30-minute lead over Meoni and took his sixth Dakar victory.

In doing so, the king of the African desert once again displayed the talent that everyone will miss come January next year and the year after that. After all, riders like Peterhansel come along once in a lifetime. Unfortunately for Orioli, Arcarons, Haydon, Meoni and many other racers, he came along in their lifetime. CN

Paris-Dakar Rally
Dakar, Senegal
Results: January 1-18, 1998

O/A: 1. Stephane Peterhansel (Yam); 2. Fabrizio Meoni (KTM); 3. Andy Haydon (KTM); 4. Alfie Cox (KTM); 5. Gerard Jimmink (KTM); 6. Jordi Arcarons (KTM); 7. Dirk von Zitzewitz (KTM); 8. John Deacon (KTM); 9. Jurgen Mayer (KTM); 10. Stanislav Zloch (KTM); 11. Eric Verhoef (KTM); 12. Carlo de Gavardo (KTM); 13. Pierrick Le Blanc (Hon); 14. Norbert Schilcher (KTM); 15. Paul Krause (KTM); 16. Pattrick Sireyjol (Hon); 17. Giovanni Sala (KTM); 18. Esteve Pujol Isidre (KTM); 19. Francois Flick (Hon); 20. Iwao Hakata (Hon).

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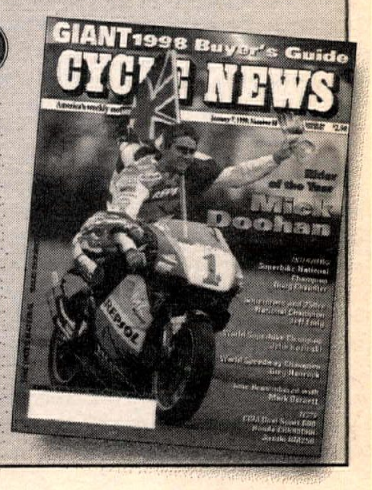
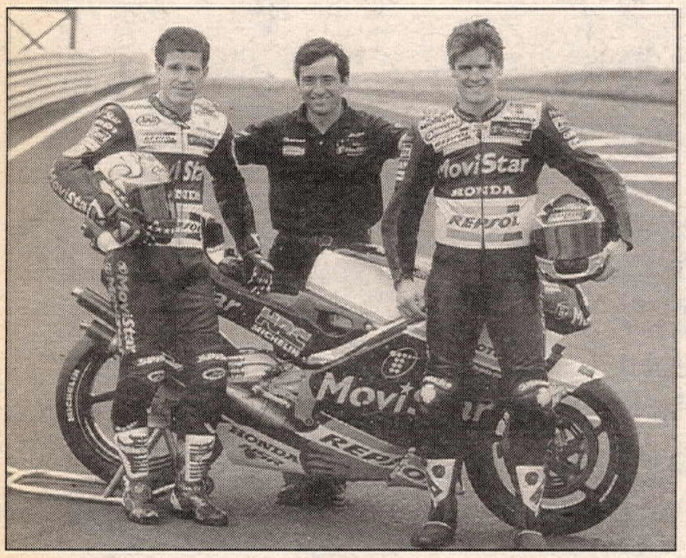
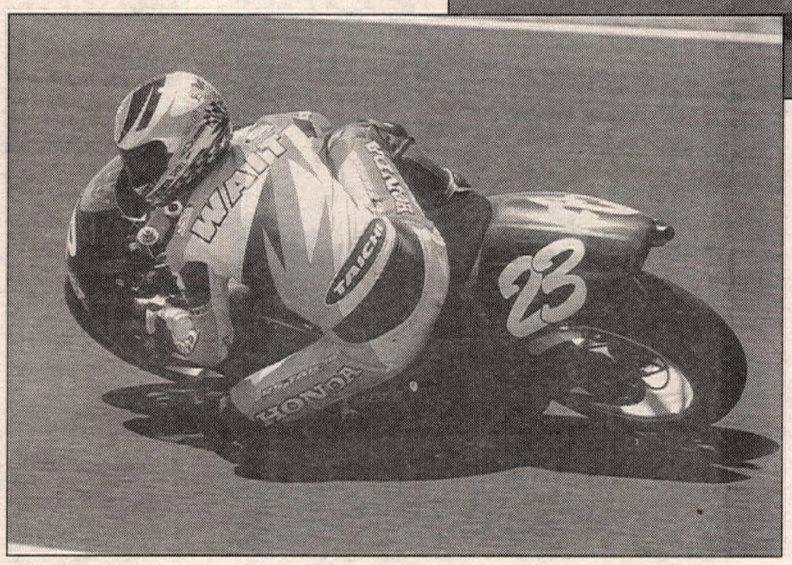


Shakedown

(Left) Four-time World Champion Mick Doohan started his 1998 preseason testing in much the same manner as he completed his 1997 season: He was the fastest of the fast at Phillip Island.
(Right) John Kocinski had his second test on the MoviStar Honda NSR500 and ended up fifth-fastest of the 10 500cc riders in attendance.





(Far left) John Kocinski poses with his new team owner, Sito Pons, and new teammate Carlos Checa.
(Left) Young Californian Matt Wait had his first official test on the 500cc Honda V-twin, and he was impressive. In the end, no one on a V-twin went faster than Wait.

By Darryl Flack
Photos by Gold & Goose

PHILLIP ISLAND, AUSTRALIA, JAN 20-23

Four-time 500cc World Champion Mick Doohan has quelled any suggestion of waning motivation by posting the fastest time at the IRTA test at Phillip Island. Following protracted negotiations - first with Wayne Rainey, then HRC/Repsol - Doohan could have been forgiven for a quiet build-up to 1998, but he chose instead to demoralize his opposition yet again.

Carding a best of 1:33.394 from his 153 laps, the 32-year-old Australian finished .715 of a second ahead of Suzuki's Nobuastu Aoki, and even further ahead of rival and teammate Alex Criville. Carlos Checa slotted his MoviStar Honda NSR500 into fourth position, just over a tenth of a second faster than new teammate John Kocinski, who lapped in a best time of 1:34.554. Tadayuki Okada was sixth-fastest, behind Kocinski with a 1:34.670.

Both major Honda teams opted to sit out the first two days of the test, leaving the track to Aoki and Suzuki teammate Katsuaki Fujiwara, Shell Advance Honda V-twin mounted Juan Borja and Garry McCoy, and surprise packet American Matt Wait. It was the first time the teams have run unleaded fuel under new regulations for 1998, prompting Doohan's crew chief, Jeremy Burgess, to declare that the change has cost the NSR500 5 to 8 percent in power.

Biaggi's not so secret test

Four-time 250cc World Champion Max Biaggi made his world debut on a Honda NSR500 at Phillip Island on Saturday, January 24, riding the factory machine normally ridden by Tadayuki Okada in a supposedly secret test.

Biaggi surprised himself and many observers in the Honda camp with his early speed. After just 30 laps in the morning, Biaggi turned in a best of 1:35.3 - just 1.2 seconds off Mick Doohan's track record. During the previous two days of the IRTA test, Doohan turned a best of 1:33.6, using unleaded fuel for the first time.

"For sure, a 500 is much power and speed," Biaggi said. "I didn't not expect to be so fast so quickly, but there's still a long way to go. I have to do many laps to be comfortable with the 500."

Biaggi's learning curve rose steeply in the afternoon session. Just 30 minutes into his return to the track, the Italian crashed at the uphill left-hander on the approach to Lukey Heights on the back section of the 2.72-mile course. Biaggi was unhurt, complaining that he'd been surprised by a gust of wind - something that's not uncommon at Phillip Island.

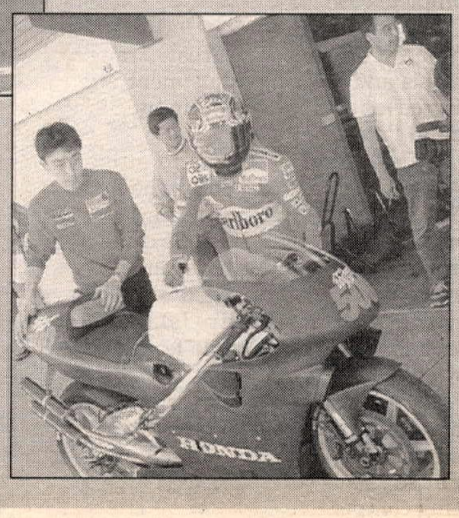
Biaggi's crash brought an immediate end to his test, as Okada's bike had to be shipped to Sydney for Honda's upcoming test at Eastern Creek.

Biaggi will have sole use of Okada's bike on Wednesday, January 28.

"I have nothing left to prove in the 250s, so now is the right time to come and race Mick (Doohan) and the others in 500," Biaggi said. "I almost did this at the end of the 1996 season, but it was not possible to have everything in order. But now, with Honda and Erv Kanemoto, I have everything I need."

Biaggi was unusually modest in his predictions for the coming season, saying he would be "happy to finish in the top 10" in his debut 500cc season.

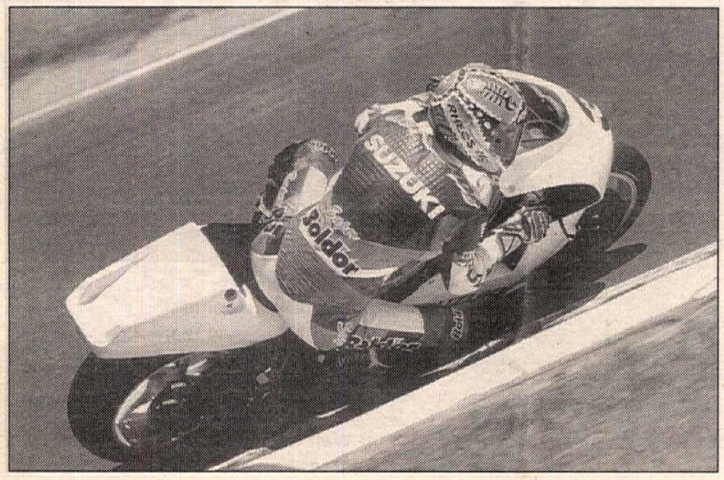
Colin Young



(Above) Four-time 250cc World Champion Max Biaggi had his first-ever test on a Honda 500 in Australia.
(Right) Biaggi rode Tadayuki Okada's NSR500 and went well before crashing.

(Left) Mick Doohan invited the lead singer of Prodigy - Keith Flint - to the test. Flint is a motorcycle fan and owns a CBR900RR.

(Right) Alex Criville was fast again, lapping third-quickest - behind Doohan and Suzuki's Nobuatsu Aoki. Criville also showed off a new helmet for 1998 - a Shoei.



(Left) Aoki at speed on the new Suzuki RGV500. Aoki will team with Noriyuki Fujiwara in the two-man Suzuki team for the 1998 Grand Prix season.

"The bike isn't as powerful as last year with the unleaded fuel and it's not as interesting to ride," Doohan said. "It's possible the competition will be closer because the bikes are now easier to ride, but it's not as much of a challenge. On the straight, we're still hitting about 290kmh (179.8 mph), but the bike isn't as powerful under acceleration - that's where we're losing out. Hopefully, we can find some more power before the season starts. We're testing different engines and we don't know what we'll run with."

Criville revealed that the team was testing three powerplants - the Big Bang engine he and Okada used in 1997, along with the Type B screamer favored by Doohan, and a prototype with a firing order somewhere between the first two configurations.

"I actually like the engine Mick (Doohan) has used, but I still haven't made a decision yet," Criville said. "We only had a prototype engine here at Phillip Island. Next week at Eastern Creek, we will have our first look at the complete 1998 NSR500."

It's understood that, along with engine refinements, a greater range of chassis and steering adjustment will be offered on the most dominant bike in Grand Prix racing.

Criville said he is out to atone for 1997, which was marked by the horrific hand injury he sustained during practice for the Dutch Grand Prix. He came back strongly to finish fourth despite missing several races, and rounded off the year with a win at Phillip Island after Doohan crashed out while leading comfortably.

"I finished the year well, and my hand is improving," Criville said. "It's still only 80 percent of normal; the skin graft still feels stiff, but I'm confident of being competitive."

He added that the hand didn't affect his riding. "I was able to do 142 laps, with a lot of tire testing on the final day, so we achieved a lot."

Kocinski continued his steady progress on the MoviStar-Pons NSR500, and has kept to the script by playing down his chances of challenging Doohan in his first year back in 500s since 1994.

"Mick's like a good bottle of red wine - he gets better the longer he's been around," Kocinski told the Sydney Morning Herald. "I've won a 250 World Championship and a Superbike World Championship, but the 500 title is the one that's missing. But I don't think it's possible to win the title this year - not in the first season back on a 500, and not with Mick running so hot."

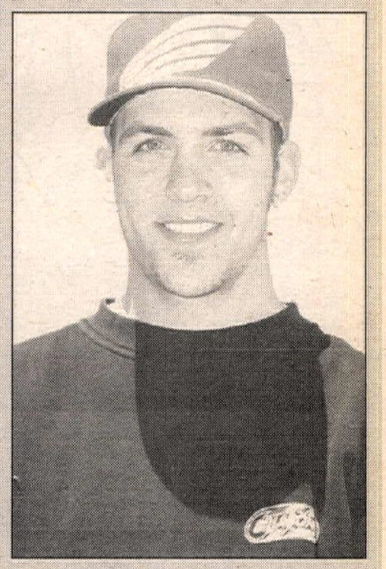
Australian Garry McCoy, who moves to the 500s after racing 125s in previous seasons, was happy after his first-ever run on a 500 - but claimed he could've been faster if not for some needed fine-tuning.

"We didn't have enough parts to start changing the gearbox ratios, and once we do that, I'm sure I'll go quicker," McCoy said after dropping 4.87 seconds from the first to final day. "This is my first time on a 500 and every day I've gone quicker. I wanted to stay on the thing and I did that. I did a lot of laps, which is the most important thing right now."

The 25-year-old McCoy finished .20 of a second off the time of new teammate Juan Borja, who in turn was just .06 of a second behind Wait's TSR Honda V-twin.

While Aoki was able to slot his Suzuki ahead of all but one of the Hondas, teammate Fujiwara was the slowest of the four-cylinder bikes with a 1:35.40. He also crashed on the final day and was fortunate to not suffer any injury. CN

No Waiting for Matt



Following his whirlwind entry into the ranks of 500cc Grand Prix racing, Californian Matt Wait (right) has wasted no time establishing himself as somebody to watch in 1998. In just his second run on the FCC Technical Sports Honda NSR500 V-twin, 21-year-old Wait was fastest of the twin-cylinder runners at the recent IRTA test at Phillip Island

After a disappointing 1997, Wait is laying some important foundations for the remainder of his promising career. He went faster than seasoned GP campaigners Garry McCoy and Juan Borja on their Shell Advance Hondas in his first-ever run around the fast Australian track - and impressed Alex Criville with how quickly he could adapt to a new bike, particularly a 500, at a new circuit.

"Everybody says how hard a 500 is to ride, but I felt real comfortable right away," Wait said after the final day of testing, in which he ran a 1:34.280. "I could run it in way deep, and get the back sliding. I loved it."

Wait only tied up the deal in late November and did a 75-lap test at Suzuka before Christmas, fulfilling a lifelong ambition.

"Racing in the GPs was always my dream, so yeah, it's been great to go straight into the 500s and feel so good on the bike," Wait said.

Indeed, following a moderate season beset with injury and underdeveloped equipment, Wait's career could have lain in limbo after he finished seventh in the AMA 250cc GP Championship on a Honda RS250 and tied for 15th in 600cc Supersport Series on a "B" team Honda CBR600. Coming off a successful 1996, in which he clinched the Harley-Davidson SuperTwins series from lifelong rival Ben Bostrom, 1997 appears to have been a mere hiccup. Simply put, Wait has been given the chance of a lifetime and is already making the most of it. Over the four-day IRTA test, he completed the most laps of any rider: 248, or the equivalent of nine GPs. Relishing the challenge and the hard work required, Wait credits good associations with an ex-GP journeyman and the biggest motorcycle-racing factory on earth for clinching the deal. Former Yamaha GP privateer and Kawasaki Formula 750 rider of the '70s Jean-Francois Balde and HRC have played a key role in Wait's ascension.

"Last year, I met Jean-Francois through the Elf distributors in America, and he took an interest in what I was doing," Wait explained. "Then I went to Suzuka as a number-three rider on a factory RC45, and I qualified really well. I met important people in the Honda Racing Corporation, and that laid the foundations with the factory."

When Nobuatsu Aoki left the FCC Technical Sports Honda team to join the Suzuki 500 outfit, Regis Laconi was on the team's shopping list, because it was switching to the V-twin after a season on the Honda V-four. But when the Frenchman was snapped up by the Red Bull Yamaha squad, Balde began the bidding for Wait - both with the team and the factory - and the deal was agreed to in late November.

Racing under the renamed TSR banner, Wait is guaranteed factory equipment for 1998, but was nevertheless impressed by the stock V-twin's performance. Not surprisingly, he's itching to get on the works weapon.

"We're told it's got more power, is probably a bit lighter, and will have a twin-fork swingarm rather than the single pro-arm the V-twin's had," Wait said. "It's funny - I kept asking my guys if the bike at Phillip Island was standard because it felt so good."

Wait has earned a reputation for his aggressive style on the circuit, which appears to have held him in good stead in his first day with the big boys. In a class where you can be trampled in the rush if you don't stand your ground, Wait wasn't phased by running around with the biggest names in town, including Doohan, Kocinski, Criville and Okada.

Phillip Island is a fast-flowing circuit with the exception of two hairpins, and Wait wasted little time making his acquaintance with it.

"I like the track a lot. I was behind (Carlos) Checa for a while, catching him through the corners before he'd smoke me on the straights," Wait said. "The V-fours had around 10mph on the V-twins, so I just rode the shit out of the bike. The left-hander off the bottom loop, man - I was squaring that thing off like a diamond."

As hard as he was riding, Wait still acknowledged that setup is just as important as aggression.

"I found that every corner had a little bump in it, so getting the suspension right was really crucial," he added. He was able to lop 3.4 seconds from day one to day four, steadily adding to his understanding of the bike and the track.

Confident and clearly pleased with his first real outing on the bike, Wait has set realistic goals for this season.

"I aim to finish the year in the top 10," he declared. "I've got a lot to learn and that's the way I want to treat it."

With the proliferation of V-twins creating a race within a race, Wait said he wants to be the third-fastest two-cylinder pilot.

"Takuma Aoki and Alex Barros obviously have more experience, so I aim to slot in with them. I think I can do that at some races."

When it was pointed out that the V-twins had often qualified well only to be left behind on the first lap, Wait had that covered, too. "Oh, I've been practicing my starts."

Darryl Flack

Round 11 & 12: Hampton Coliseum

Anybody's Game

By Dave Deringer
Photos by Karl Ockert

HAMPTON, VA, JAN. 16-17

Four more main events, and four separate winners at the sixth stop of the PJ1 National Arenacross Series, the Hampton Coliseum, showed that a handful of riders still have an excellent shot at taking the championship.

Cliff Palmer, Jeromy Buehl, Chad Pederson and Buddy Antunez all took home a first-place trophy and collected valuable points over the weekend, each having their sights set on the PJ1 National Arenacross title.

Antunez scored the most points on the weekend, with three trips to the podium. A win in Saturday's 250cc final, and a second and a third, proved that last year's top rider has what it takes to do it again. Pederson only made the podium once, with a win in Saturday's 125cc final.

Palmer, meanwhile, made the podium twice, with a win in Friday's 125cc final and a third later that evening in the 250s, helping the Kawasaki of Carrollton rider stay in the hunt.

(Above) Time flies: As the PJ1 National Arenacross Series nears the halfway point, several riders still have a chance at the series title. Four different winners over the course of two nights at the Hampton Coliseum kept the points race in a stalemate.
(Left) Cliff Palmer rode to the win in Friday's 125cc main event. The Oklahoman currently sits third in the series standings, with 355 points and four wins.

"It is a long series and you can lose a lot of points in one night," Palmer said, "so I have to keep going better."

Antunez is currently in the points lead with 380 points, 21 ahead of Pederson, with 359, and 25 ahead of Palmer, with 355.

FRIDAY

Team Green/Pro Action's Mike Jones grabbed the start of the 125cc final, with Palmer, Honda-mounted Matt Maximoff and Palmer's Carrollton teammate, Grayson Goodman, following closely. Two laps later, Jones and Palmer were pulling away while Maximoff and Goodman were dicing for the third spot. Suzuki of Gastonia's Jim Chester moved into third on the fifth lap after Maximoff bobbled on a jump.

Jones led up to the halfway point of the 16-lap final; then Palmer made his move over the big double. Jones elected not to double and looked up to see Palmer flying by overhead.

Antunez was up to fourth by this time and was closing in on Chester. On the ninth circuit, Antunez made his move by Chester through the rockers and was gunning for Jones in second.

On the 13th lap, Palmer looked strong out front with a four-second lead, as Antunez was all over Jones, searching for a place to pass. Antunez kept searching but never found a line, as Palmer and Jones took the checkers just ahead of the Primal Impulse Suzuki rider.

"I rode real smart, and with a second-place start, I waited until Mike made a mistake, and capitalized on it," a sweaty and tired Palmer said.

"I had lapped riders in my way again," Jones said of his second-place finish, "but that's life."

Tuf/Thor/Sunstar-backed Jeromy Buehl nailed the start of the 250cc final, followed by Goodman and another Kawasaki of Carrollton rider, Brad Woolsey. Antunez, who was fourth off the start, passed Woolsey at the end of the first lap to move into third. Palmer also moved by Woolsey one lap later to take fourth.

By the fifth lap, Buehl was comfortable out front and riding very smooth. Goodman and Antunez were running second and third, with Palmer and Woolsey fourth and fifth. Jones was riding in sixth when he bumped into Woolsey in a tight right-hander and lost his momentum.

Antunez was hounding Goodman for the second position on the ninth lap while Buehl was distancing himself from the pack. One lap later the hounding paid off for Antunez, as Goodman came up short on the big double, moving Antunez into second. Woolsey did the same thing as Goodman on the 11th lap, and set himself back a few positions.

For the next two laps, Palmer was on Goodman's tail, looking for some room, and he finally found it on lap 14, moving into third.

Antunez slowly moved in on Buehl with several laps to go, but lapped riders would play a factor as Antunez had to deal with them and focus on the leader, Buehl. Antunez was close, but he never challenged for a pass, as Buehl took his second win of the series, followed by Antunez and Palmer. Goodman held on for fourth, while Pederson busted into the top five near the end.

"I got a good start and was able to pull off a win," explained Buehl. "I knew Buddy was catching me, but I gave it a little more effort and was looking for that white flag."

"I rode real strong, and I'm happy," said a confident Antunez. "I beat Cliff, and he's who I need to beat right now."

"I'd like to be up here every time," third-place finisher Palmer said. "Buddy is riding strong right now, and I've got to do the same thing."

SATURDAY

"Flyin' Hawaiian" Clifford Adoptante grabbed the holeshot of the 125cc final, with Pederson, Goodman and Jones on his tail. Pederson quickly moved by the Bridgestone/Wiseco/Uni Filter-backed Adoptante through the rockers and set sail. Jones also made his move to the front on the first lap, as he

(Above) Jeromy Buehl held off reigning series champion Buddy Antunez en route to the 250cc win on Friday - his second of the year. Buehl seems to have regained the consistency that appeared lost one season ago.

(Right) Chad Pederson stepped up with a commanding win in the 125cc main event on Saturday night. The Iowan is a mere 21 points out of first place with little more than half the series left to be run.

(Below) Still the one: Buddy "Budman" Antunez snatched an important win in Saturday's 250cc final to remain firmly atop the leaderboard in the series standings. With seven series wins to his credit, it appears as though he is serious about retaining the number-one plate.

passed Goodman through the rhythm section. Antunez attacked Goodman also, making an inside pass in the final turn on the first lap to move into fourth.

Antunez was now on the rear fender of Jones, looking to move into third on the third lap. Jones did not want any of that, and carefully selected his lines, somewhat slowing both Antunez and himself. This allowed Pederson and Adoptante to pull away from the pack, and also helped Buehl close in somewhat.

Series front-runner Palmer crashed in the whoops around lap six, and it took a toll on the Kawasaki rider, as he would no longer be a factor in the race for the win.

As the halfway flags came out, Nielsen Kawasaki's Pederson had an eight-second lead over Adoptante. Jones and Antunez were still going at it another three seconds back, while Buehl and Woolsey were riding in fifth and sixth.

Smooth and smart riding by the top six riders took place over the next seven laps, making the race somewhat uneventful.

On the final lap, Antunez knew he had to make his move by Jones for third, and he made a gutsy move that almost cost him. Antunez's footpeg grabbed a hay-bale cover on the edge of the track; and soon thereafter the cover was sucked up into the rear wheel. Luckily, he had only one turn to go, but it was enough for Jones to come across safely in third, behind Adoptante and Pederson.

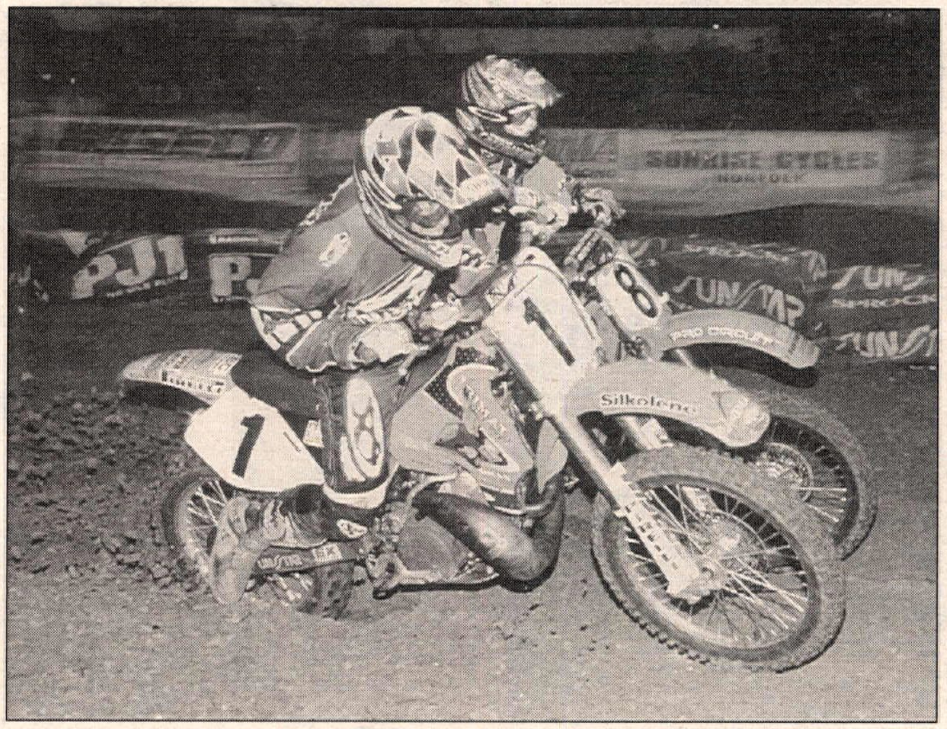
"Sometimes it's really easy; usually it's really hard," Pederson said of his commanding win. "I had some good lines and everything worked my way."

"I got the holeshot and pushed as hard as I could," an excited Adoptante said. "Chad snuck underneath me early; then I rode my own race."

This marked only the second time Adoptante made the podium during his arenacross career, although he has won many jump-off contests.

In the 250cc final, Goodman pulled the trigger going into the first turn ahead of Jones, Pederson and Antunez. The order stayed the same for six laps and then Pederson made his move to the inside of Jones.

As they came out of the rockers, Jones dived to the inside of the corner - the same spot as Pederson, and Pederson's front wheel knocked Jones' bike into neutral, causing the two to tip over. This allowed Antunez to move into second, Stephenson into third and Palmer into fourth on lap seven. Pederson quickly picked up his bike, but he was way back in sixth place. Jones had to start over, as he was now in last.



Antunez rode in second, behind Goodman, for the next eight laps, waiting for a mistake. Goodman was mistake-free. With several laps to go, Antunez decided to make his move. Antunez and Goodman landed side by side off the big double and went into the next corner together. The following rhythm section consisted of five jumps. The two both doubled, then tripled, setting up for the next corner.

Goodman went inside out to protect the line, but Antunez countered with a picture-perfect outside-in pass into the lead that had the crowd roaring. Antunez turned it on during the last few laps to take a comfortable win. Stephenson made a move on Goodman in the final corner to grab the second position, while Goodman and Palmer rounded out the top four.

"I got to thinking in the pits after that 125 race that I had been on the podium for seven straight main events," Antunez said, referring to his fourth in the 125s, "but I rebounded and felt fast this time."

"I saw the door open, and I took it," Stephenson said of his last-turn pass for second. "I'm having my own private battle with Buehl in the points, but I usually turn it on in the second half of the season." CN

Hampton Coliseum
Hampton, Virginia
Results: January 16-17, 1998
(Rounds 11 & 12 of 28)

Friday

125 PRO: 1. Cliff Palmer (Kaw); 2. Mike Jones (Kaw); 3. Buddy Antunez (Suz); 4. Jim Chester (Suz); 5. Jeromy Buehl (Hon); 6. Chad Pederson (Kaw); 7. Denny Stephenson (Hon); 8. Josh Demuth (Suz); 9. Brad Woolsey (Kaw); 10. Grayson Goodman (Kaw); 11. Tom Hofmaster (Suz); 12. Ty Wallace (Yam); 13. Mark Burkhart (Hon); 14. Jim Neese (KTM); 15. Matt Maximoff (Hon).

250 PRO: 1. Jeromy Buehl (Hon); 2. Buddy Antunez (Suz); 3. Cliff Palmer (Kaw); 4. Grayson Goodman (Kaw); 5. Chad Pederson (Kaw); 6. Brad Woolsey (Kaw); 7. Josh Demuth (Suz); 8. Jim Chester (Suz); 9. Denny Stephenson (Hon); 10. Jim Neese (KTM); 11. Tom Hofmaster (Suz); 12. Mike Jones (Kaw); 13. Jimmy Wilson (Suz); 14. Mark Burkhart (Hon); 15. Tom Welch (Suz).

DFC: 1. Mike Jones.

JUMP-OFF: 1. Mike Jones.

Saturday

125 PRO: 1. Chad Pederson (Kaw); 2. Clifford Adoptante (Suz); 3. Mike Jones (Kaw); 4. Buddy Antunez (Suz); 5. Jeromy Buehl (Hon); 6. Brad Woolsey (Kaw); 7. Jim Chester (Suz); 8. Ty Wallace (Yam); 9. Denny Stephenson (Hon); 10. Matt Maximoff (Hon); 11. Grayson Goodman (Kaw); 12. Tom Welch (Suz); 13. Jimmy Wilson (Suz); 14. Cliff Palmer (Kaw); 15. Tom Hofmaster (Suz).

250 PRO: 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Grayson Goodman (Kaw); 4. Cliff Palmer (Kaw); 5. Chad Pederson (Kaw); 6. Jeromy Buehl (Hon); 7. Brad Woolsey (Kaw); 8. Jim Chester (Suz); 9. Jim Neese (KTM); 10. Ty Wallace (Yam); 11. Jimmy Wilson (Suz); 12. Mike Jones (Kaw); 13. Tom Welch (Suz); 14. Tom Hofmaster (Suz); 15. Clifford Adoptante (Suz).

DFC: 1. Buddy Antunez.

JUMP-OFF: 1. Mike Jones.

AMA/PJ1 NATIONAL ARENACROSS SERIES POINT STANDINGS (After 12 of 28 rounds): 1. Buddy Antunez (380/7 wins); 2. Chad Pederson (359/4); 3. Cliff Palmer (355/4); 4. Jeromy Buehl (313/2); 5. Denny Stephenson (312); 6. Grayson Goodman (283/1); 7. Josh Demuth (279/3); 8. Jim Chester (258); 9. Brad Woolsey (205/2); 10. Todd DeHoop (163); 11. Travis Hodges (146); 12. Mike Jones (140/1); 13. Tom Hofmaster (101); 14. Charley Bogard (92); 15. Heath Voss (79); 16. Jimmy Wilson (75); 17. Clifford Adoptante (64); 18. (TIE) Ty Wallace/Nic Wey (51); 20. Tom Welch (42).

Upcoming Rounds:
Rounds 13 & 14 - New Haven, Connecticut, January 23-25
Rounds 15 & 16 - Niagara Falls, New York, January 30 - February 1

Briefly...

The **1-900-PRO-RACE holeshot awards** went to **Mike Jones** on Friday in the 125cc final, and **Jeromy Buehl** in the 250cc final. Saturday's winners were **Clifford Adoptante** and **Grayson Goodman** in the 125 and 250cc finals, respectively.

This marked the first time that the series stopped at **Hampton, Virginia**. Friday's crowd filled about three-quarters of the stands, while Saturday was sold out with standing room only. From the looks of things and how well everything went, look for Hampton to be back on the schedule next year.

It looks like the arenacross season is over for **Charley Bogard**. The Primal Impulse Suzuki rider was a no-show at Hampton after breaking his thumb at Fort Worth. With only mediocre results in the series, it looks like Bogard will switch to the 125cc East Supercross series as soon as he is healthy. According to Antunez's mechanic, **Ed Longacre**, Antunez will probably be the only Primal-backed rider for the rest of the series.

The worst news over the weekend was that three-time main-event winner **Josh Demuth** crashed in Saturday's practice, breaking and dislocating his shoulder. Demuth went directly to the hospital to have it put back in place and was seen cruising the pits later that night. Expect him out of action for about four to six weeks.

Speaking of **Josh Demuth**, he is quickly becoming the wild man/goof-off of the series. On Friday, Demuth was doing a wheelie across the finish line as he was winning his 125cc semi. He got a little carried away, though, as he started looping out. Instead of letting off, he gunned it some more, popped the clutch and ditched it down the front straight as he tumbled next to it. He stood up with hands in the air, and the crowd did the same, cheering and laughing.

Lampkin uber alles

(Left) Beta-mounted Doug Lampkin continues to top the best in the world with his second win of the Indoor Trials World Champion season in as many rounds.
(Below) Spaniard Marc Colomer finished just two marks behind Lampkin in the final to take the runner-up spot behind the British rider for the second time this season.

By John Dickinson

KOBLENZ, GERMANY, JAN. 11

Doug Lampkin proved once again that he remains the man to beat in international trials as the young British rider officially started a '98 indoor season winning streak with his second win of the season over archrival Marc Colomer, at round two of the series in Germany.

The crowd in Koblenz was at maximum capacity, although at 4000 this is a modestly sized venue. The format for the evening's event was a lap divided into seven separate sections plus a single man-made racecourse. As in previous years, there were several "novelty" sections, which included a swing-bridge and several suspended logs, both of which seemed to necessitate some bit of luck to conquer. The riders are quite happy about these hazards in an ordinary indoor event, but Lampkin and Colomer weren't too pleased with their inclusion in the World Championship.

The lineup was comprised of Lampkin, Colomer, Amos Bilbao, Steve Colley, Takahisa Fujinami and David Cobos, plus wild-card Germans Carsten Stranghoner and Bjorn Wisniewski. Kenichi Kuroyama initially had a wild-card ride but withdrew and returned home to Japan after Sheffield when it was discovered that he had rebroken a finger he had injured in a crash in Sheffield, England, site of the first round of the series.

The two wild cards in Koblenz were to prove fall guys for the regulars, as the select six cruised through the qualifying lap and the local boys struggled.

The first section of the night was made of tree stumps, and although in the first round it caused no problems, a massive opening step was introduced for the final. And, in fact, no one was able to conquer it. Fujinami and Bilbao both fived, while Colley, Cobos and Colomer heaved over for two before Lampkin went straight into the lead with a mighty dab as he screamed the Beta up the vertical face.

Section two - tightly wrapped bundles of logs - caused no problems, as Gas Gas-mounted duo Colley and Cobos cleaned it, as did Lampkin, leaving Colomer, surprisingly, to dab. Fujinami and Bilbao also took a point each.

Next was the dreaded swing-bridge, which competitors had to ride onto - thus setting it swinging - and then across and off the other side. Both Colley and Cobos had Lady Luck swing against them, and both had big get-offs as they were pitched off the crowd-pleasing obstacle. A grateful Fujinami, Bilbao and Colomer all made it across penalty-free.

Lampkin was thankful to make it to the end without a major crash. Said the World Champion: "I was determined to get across and I ended up coming off the bridge far too fast. I almost went over the handlebars big-time, but managed to hold it with two big dabs. I was just lucky."

The following section was, according to Lampkin, "pretty tame," comprised of a series of steps and finishing with a quarter-pipe, although it surprisingly took two from Colley and another mark of Colomer.

The following two sections were bread and butter for the top six, as only Cobos dropped a point - and a silly one at that - on the wooden "dragon's teeth," while on the following wooden steps all six went through clean. This was a surprise, as in qualifying only Colomer and Lampkin had made it up the big step while the rest struggled.

The final section was the hit-or-miss suspended logs - an obstacle that was good for the crowd but not too good for the World Championship chasers. The sadly off-form Colley, plus Cobos and Bilbao - all three Gas Gas riders - crashed off for fives as Fujinami joined Colomer and Lampkin in escaping for two.

Lampkin won his race with Colomer - this does not happen often, as Colomer usually gets him in the runoffs - leaving Lampkin the winner on just five marks, with Colomer second on seven and Fujinami in an excellent third place. It takes even the top riders at least a season to settle in to the Indoor circuit, and "Fujigas" is showing rapidly improving form. CN

German Indoor Trial
Koblenz, Germany
Results: January 11, 1998 (Round 2 of 7)

FINAL: 1. Doug Lampkin (Bet) 5; 2. Marc Colomer (Mon) 7; 3. Takahisa Fujinami (Hon) 9; 4. Amos Bilbao (G-G) 11; 5. Steve Colley (G-G) 14; 6. David Cobos (G-G) 14.

WORLD CHAMPIONSHIP INDOOR TRIALS SERIES (Round 2 of 7): 1. Doug Lampkin (40/2 wins); 2. Marc Colomer (34); 3. Steve Colley (24); 4. Takahisa Fujinami (23); 5. Amos Bilbao (22); 6. David Cobos (20).

Upcoming Rounds:
Round 3 - Helsinki, Finland, January 31
Round 4 - Toulouse, France, February 5

Briefly...

Doug Lampkin is still riding a hopped-up Beta Techno production bike - his full works '98 model is due to be handed over in February, though the young British rider seems to be in no hurry for the new bike. "I have no idea what it is like or what's on it or in it. Anyway, I'm going quite well on this (one)!" Lampkin said. There are rumors of a conventional steel-frame Beta, but Lampkin has stated that he doesn't want to be "messing with prototypes - that's not my job," and he fully expects a modified-alloy Techno.

Takahisa Fujinami was limping at Koblenz and confirmed that he did hurt himself when landing after a huge, unplanned jump off the 14-foot-tall Michelin tire that was part of Sheffield's indoor event. His Honda's rear suspension had to be fully rebuilt after it exploded on landing.

The much-talked-about resurrected **Bultaco**-badged trials bike just might make its debut at the Scottish Six Day Trial this May at the hands of its creator, Frenchman Mark Tessier. It is understood that the brand-new engine (no details yet known) has been thoroughly tested in a slave chassis (possibly a Scorpa) but will be fitted into its own brand-new frame very shortly. Production of the "secret" new Bultaco is expected for late this year.

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Derek Mortland

D-37 Desert Racing Series, Round 1

Ondas draws first blood

(Left) Team Green's Dave Ondas started the 1998 D-37 Desert Racing series by winning the Jackrabbits MC Hare & Hound in Red Mountain, California, which also doubled as the opening round of the Best in the West series.
(Right) Erik Hallgath led briefly before eventually finishing sixth overall and first 200cc Expert.

By Matt Freeman

RED MOUNTAIN, CA, JAN. 11

Dave Ondas started the 1998 District 37 racing year in the same winning form in which he ended his '97 season. After overalling the final race of '97 at Red Mountain, the Team Green speedster returned to his victorious stomping grounds a month later to take the win at the Jackrabbits MC Hare & Hound.

Traditionally the first event on the District 37 racing calendar, the Jackrabbits MC also added their event to the prestigious Best of the West series, which made the level of competition one notch higher. Ondas, on his KX500, no doubt felt the heat as several talented front-runners challenged for the lead throughout the 74-mile, two-loop course.

In a sport where bar-to-bar racing is usually separated by dust, the recent downpours of El Niño proved to be a huge factor from the starting line to the finish. As the banner dropped for the Expert line, dust was the last thing on anyone's mind and the wheel-to-wheel scramble for the early lead was proof that the only thing that would separate one rider from the next would be pure riding ability.

"I got the holeshot off the start," Ondas said. "Then Abe (Bauman) and Erik (Hallgath) passed me after the bomb."

The KX500 of Bauman, the M/XC200 of Erik Hallgath and American Honda's Johnny Campbell all challenged Ondas for the lead early on.

"I was second to the bomb behind Ondas," said Bauman, who admitted to having had the flu for the past week. "We were going back and forth, and then Hallgath flies by us like he was a motocrosser. It was nice, watching his riding style."

While Hallgath was making an impressive run out front, Ondas went to work on Bauman and eventually passed him for good, taking over second place and setting his sights on Hallgath.

"Somehow I got into the lead about three miles past the bomb," said KTM of Mojave-backed Hallgath. "I led for a while and then Ondas passed me back so fast it was like I was sitting still. I couldn't believe it."

As Ondas got by Hallgath to take the lead, KX250 rider Doug Chiapuzio, Campbell and newly recruited Team Green KX500 pilot Jeff Capt were also making a charge for the front. By the midway point of the first loop, the three had managed to sneak by Bauman, and they eventually made their way around Hallgath when he blew his rear shock.

"My arms were pumping up real bad, but I got a lucky break and got around Bauman and Hallgath," said XR628-mounted Johnny Campbell. "Then I passed Dave (Ondas) for the lead just before the pits."

Right after crossing Trona Road, Ondas passed Campbell back but, as the two made their way toward pit row for gas, it was an all-out battle between pit crews to see who could get their rider out on the second loop first.

"Dave got out on the second loop first," said Campbell, who has not raced a district race in nearly a year. "Coming across the valley after the pits, I let him (Ondas) go. I had some personal stuff to work out with myself. My arms pumped up worse and I was lucky to hold on."

Capt was third to pit, followed by Chiapuzio, who had a huge lead in front of his next class competitor. Bauman was also way out in front of the next Vet racer as he grabbed a splash of gas in fifth overall. Hallgath limped through the pits in sixth with a broken shock and the 200cc-class lead. Rex Staten brought his KX500 through gasoline alley with his usual Senior-class leading position not long after the seventh- and eighth-place spots of Donnie Morrison and Casey Longman.

As several hundred racers journeyed out onto the rocky, cross-grain second loop of Teagle Wash, the racing remained tight and fast for nearly everyone except Ondas, who had finally shaken the onslaught of challengers for the lead.

Ondas crossed the finish line with nearly a minute to spare over Campbell. Capt's first race on his new KX500 was impressive, as he and Chiapuzio passed one another here and there throughout the second loop, but Chiapuzio finally got the nod for third overall when Capt slid out at the bottom of the hill, letting Chiapuzio's leading 250 by.

Bauman defended his number-one Open Vet spot with no problem, finishing in fifth. In what was described as a high-speed course, Hallgath turned in an impressive ride by winning the 200cc class in sixth overall. Staten continued to dazzle competitors with his longevity, finishing behind Hallgath for the Senior honors, and American Hondas' Tim Staab made his way around Longman to win the Four-Stroke class in eighth.

"Everything went real well and it was a fun race," Ondas said. "Kawasaki gave me a great bike, and I want to thank John Brasch for building me an awesome motor." CN

Jackrabbits MC Hare & Hound
Red Mountain, California
Results: January 11, 1998

OPEN BEG: 1. Bronson Garcia (Kaw); 2. Roy Watson (KTM).
OPEN AM: 1. Mike Baskin (Kaw); 2. Brian White (Hon); 3. Douglas DePue (Kaw).
OPEN EX: 1. Dave Ondas (Kaw); 2. Johnny Campbell (Hon); 3. Jeff Capt (Kaw); 4. James Fowler (Hon); 5. Chuck McBurney (Kaw).
80 NOV: 1. Travis Randoll (Kaw).
80 AM: 1. Craig Gulledge (Suz).
80 EX: 1. Kurt Caselli (Kaw); 2. Jonathan Davies (Kaw); 3. Christopher Gill (Hon).
200 BEG: 1. Chris Mahoney (Suz); 2. Jason Mahoney (Hon); 3. Will Porter Jr. (Yam); 4. Brian Davis (Yam).
200 NOV: 1. Bobby Lee (Yam); 2. Ben Garcia (Yam); 3. Mike Bremner (Yam).
200 AM: 1. Colby Gulledge (Suz); 2. Jason Ruane (Yam); 3. Ron Nozaki (Kaw).
200 EX: 1. Erik Hallgath (KTM); 2. Morgan Crawford (Kaw).
250 BEG: 1. Cory Tolliver (Hon); 2. K.C. Maw (Kaw); 3. David Hill (Kaw); 4. Ryan Tolliver (Hon).
250 NOV: 1. Dale Shuttleworth (Kaw); 2. Brian Waldbaum (Hon); 3. Marc Cossio (Yam); 4. Chris Esparza (Kaw); 5. Rob Gideon (Yam).
250 AM: 1. Chris Dabney (Yam); 2. Mike Slonim (KTM); 3. Ron Warren (Kaw); 4. Rob Peters (Yam); 5. Mark Goelz (Hon).
250 EX: 1. Doug Chiapuzio (Kaw); 2. Kevin Smith (Kaw); 3. Matt Burroughs (Kaw); 4. Craig Hoffman (Kaw); 5. Luke Dodson (Kaw).
4-STRK BEG: 1. Ron Karanases (Hon).
4-STRK NOV: 1. Tony DeCordoba (Hon); 2. Greg Coffman (Hon); 3. Jeff Hagins (Hon); 4. Brian Ayers (Hon); 5. Tom Hodgin (Hon).
4-STRK AM: 1. Sean O'Keefe (Hon); 2. David Preach (Kaw); 3. Bill Kelly (Hbg).
4-STRK EX: 1. Tim Staab (Hon); 2. Casey Longman (Hon); 3. Lon Brand (Hon); 4. Rob Poznoff (Hon); 5. Jerry Leighton (Hon).
WMN NOV: 1. Charlotte Peters (Kaw); 2. Deanne Moore (Yam); 3. Frosty Cannon (Kaw).
WMN AM: 1. Kim Quinn (Kaw).
WMN EX: 1. Kassie Gray (Kaw); 2. Jennifer Sunker (Kaw).
S/SR EX: 1. Ray Bandfield (Yam); 2. S.B. Gaetz (Yam); 3. Ken Newton (Yam); 4. Joe Anastasio (KTM); 5. Paul Beckett (Suz).
SR OPEN NOV: 1. Daniel Dowding (Yam): 2. Rick Overby (Hon); 3. Terry Caldwell (KTM); 4. Jess Anders (Yam).
SR OPEN AM: 1. Brent Chappelle (Kaw); 2. James Sandefer (Hon); 3. Thomas Engelhardt (Yam); 4. Doug Clagg (KTM); 5. Glenn Saunders (Kaw).
SR OPEN EX: 1. Rex Staten (Kaw); 2. Phil Cloward (Kaw); 3. Don Chiapuzio (KTM); 4. Mike Martin (Kaw); 5. Rudy Abele (Kaw).
SR 250 NOV: 1. Dana Reed (Suz); 2. Charlie Hargon (Kaw); 3. William Cook (Hon); 4. Roger VanMatre (Suz).
SR 250 AM: 1. Robert Koch (Yam); 2. Roger Beckett (Kaw); 3. Tom Stephens (Hon); 4. Steve Neal (Kaw); 5. Steve Pillow (Kaw).
SR 250 EX: 1. Charlie Barney (Kaw); 2. Rhett Higgins (Kaw); 3. Dave Beal (Yam); 4. Larry George (KTM); 5. John Karell (Yam).
MAG NOV: 1. Terry Nichols (Hon); 2. Jerry Neal (Hon); 3. Roger Gowin (Hon); 4. Richard Wohlers (Yam); 5. Rich Stevens (Hon).
MAG AM: 1. Steve Peters (KTM); 2. Phil White (Hon); 3. Kim Bennet (Hon); 4. Steve Freeman (Hon); 5. Larry Curl (KTM).
MAG EX: 1. Richard Jackson (Kaw); 2. Terry McDonald (Hon); 3. Al Guzman (Hon); 4. Ernie Minoivan (Kaw); 5. Greg Turk (Kaw).
VET OPEN BEG: 1. C. Mark Wilson (KTM); 2. Brian Thompson (Yam); 3. Alex Contreras (Hon); 4. Bill Vukanovich (Hon); 5. Paul Duke (Hon).
VET OPEN NOV: 1. Mark Adams (Hon); 2. Thomas Gibson (Hon); 3. Russ Wolff (Kaw); 4. Micha Babcock (Hon); 5. Tim Lytle (Kaw).
VET OPEN AM: 1. Les Lehigh (Hon); 2. Rick Cortelyou (Hon); 3. Kevin Cooper (Kaw); 4. Dean Teague (Hon); 5. James Flores (Yam).
VET OPEN EX: 1. Abe Bauman (Kaw); 2. Casey McCoy (Hon); 3. Rick Daniel (Yam); 4. Dave Bird (Kaw).
VET 250 BEG: 1. Jim Bernardi (Yam); 2. John Cook (Yam); 3. Ray Sommer (Yam); 4. Anthony Fuehrer (Yam); 5. Patrick Hamilton (Suz).
VET 250 NOV: 1. Marc Schneider (Suz); 2. Chilly White (Kaw); 3. Dean Manuel (Yam); 4. Rob Cook (Yam); 5. John Kerrigan (KTM).
VET 250 AM: 1. Gordon Keller (Kaw); 2. Tim Day (Yam); 3. Tim Spaeth (Kaw); 4. C.R. Brunson (Yam); 5. Tim Eckart (Kaw).
VET 250 EX: 1. Justin Lundin (Yam); 2. Rick Lundin (Yam); 3. Kevin Olen (CZ); 4. Gary Borstnar (Kaw); 5. David Graham (Yam).

Yes Wey

By Tony Alessi

SAN JACINTO, CA, JAN. 18

Teammates Nic Wey and Billy Payne were just too much to handle for the 125cc Pro riders who turned out for round two of the CMC Sunstar Sprockets Golden State Nationals at Competition Park. Wey and Payne scored a 1-2 punch to knock out the competition.

The first 125cc Pro race saw Payne in the lead from the drop of the gate, with Honda of Troy's Casey Lytle and Michigan's Wey in tow. These three riders separated themselves from the pack and set the stage for an awesome battle, which raged for the first half of the moto. Lytle was the first to make his move by passing Payne for the lead.

"I had bad lines in the beginning of the race," Payne said.

"Actually, he (Payne) had better lines than me," Lytle disagreed. "I hopped into his lines during the first few laps because mine were not as good as his; then I was able to keep the pressure on and make a pass."

Nic Wey (67) bested the 125cc Pro class, while Doug Dubach (8) took the measure of the 250cc Pro class at the second round of the CMC/Sunstar Sprockets Golden State Nationals South Series, held at Competition Park in San Jacinto, California.

A few moments later, Payne lost second to Wey, who had more speed in the rockers.

"I just wasn't comfortable in the rockers," Payne said.

Payne fell off the pace and held on to third, while both Wey and Lytle motored away for first and second, respectively.

The second moto saw Payne once again in control, with Wey a close second. First-moto winner Lytle flipped over the bars early in the race and would be forced to come from last.

Meanwhile, up front, Payne began to pull away, but just when it looked like Payne would be a runaway winner, things came apart for him with two laps to go.

"I got stuck behind a lapper and lost my momentum," Payne said. "Then, after that, I just got screwed up in the head."

Wey closed in quickly and then, on the last lap, he made his move on Payne.

"I knew Billy was having trouble in the rockers," Wey said. "I knew I could get by him there."

Wey made the pass and then roosted away for the moto and overall victory. Payne took second, ahead of Donovan Mitchell, Jerry Aleman and Keith Johnson.

Lytle came back and salvaged ninth despite riding with a badly bent set of handlebars and a bruised body.

Michael Young came out on top after a close race with Team Yamaha's Bryan McGavran in the highly competitive 125cc Intermediate division. Young and Team Green's R.J. Thompson had an awesome battle in their qualifier, with Young coming out on top.

"R.J. took the holeshot, but I had better lines than him," Young said of their qualifying battle. "After that, he got tired and got squirrelly in the back section. I took advantage of that and jumped by him."

Young went on to post the victory and would get first pick on the starting line for the "all or nothing" main event.

Young seemed up to the challenge and pulled the holeshot at the start. Young's lead was cut short by Bryan McGavran, who made a quick pass in the rockers.

"He got by me in the whoops," Young said. "I went down the middle and he went on the inside - it was a faster line."

McGavran began to pull away on the first few laps, while Sean Hamblin moved into third. Young got his second wind late in the race and began to pull away from Hamblin and close ground on McGavran.

During the last few laps, Young became a factor in the race for the win. "I just kept telling myself I could do this," Young said.

Young caught, pressured and passed McGavran for the lead but almost found himself on the ground two turns later.

"After I passed him, he stuffed me and got me back," Young said.

On the white-flag lap, Young set up McGavran and executed the pass which would ultimately win the race. "It really felt great to see my dad with his hands raised - he was really happy," Young said of his win.

Cole Seely and Don Kearney continued to reign in the 50cc division after sweeping all four motos for the second week straight. Seely topped Chad Gores and Buddie Bruner, while Kearney took the measure of Alan Jiron, Marcus Carillo, Richard Sterling and Kyle Smith.

Brian Manley was king of the Vet classes after posting victories in two separate classes - the Over 25 and the Over 30 Pro divisions. Manley also competed in the 500cc Pro class and finished second to Doug Dubach.

Dubach, the reigning Vet World champ, shut down the young guns in the 250cc Pro class on a YZ400F after close races with Payne and Wey. Dubach never let the kids get under his skin, despite losing the first moto to teen-ager Payne.

Dubach returned to post the second-moto victory to lock up the overall for the day. CN

Competition Park
San Jacinto, California
Results: January 18, 1998

50 D-1 (4-6): 1. Donnie Kearney (KTM); 2. Alan Jiron (Cob); 3. Marcus Carillo (Lem); 4. Richard Sterling (KTM); 5. Kyle Smith (KTM).

50 D-2 (4-6): 1. Hayden Commans (KTM); 2. Matthew Darmack (KTM); 3. Garrick Noble (Cob); 4. James Merrill (Cob); 5. Dustin Pipps (KTM).

50 D-1 (7-8): 1. Cole Seely (KTM); 2. Chad Gores (Lem); 3. Buddy Bruner (Cob); 4. Mike Meade (Cob); 5. Chapman Fiene (KTM).

50 D-2 (7-8): 1. Andrew Couto (KTM); 2. Bill Ballestero (KTM); 3. Danny Gonzalez (Cob); 4. Scott Noble (Cob); 5. Justin Carmody (Cob).

60 (0-8): 1. Jeff Alessi (Kaw); 2. Weston Peick (Kaw); 3. Cole Seely (Kaw); 4. Buddy Bruner (Kaw); 5. Travis Christensen (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Joshua Grant (Kaw); 3. Cas Swift (Kaw); 4. Buck Gulley (Kaw); 5. Ryan Brown (Kaw).

80 BEG: 1. Chase Meineke (Yam); 2. Spencer Meineke (Yam); 3. Alvino Garcia (Kaw); 4. Brian Melsheimer (Yam); 5. Michael LaPaglia (Suz).

80 (7-11): 1. Kyle Partridge (Suz); 2. Scott Simon (Suz); 3. Mike Alessi (Kaw); 4. Charlie Morrison (Yam); 5. Bobby Woods (Hon).

80 (12-13): 1. Shane Bess (Suz); 2. Michael Blose (Yam); 3. Sean Collier (Kaw); 4. Jason Ciarletta (Yam); 5. Kyle Mace (Suz).

80 (14-16): 1. Jonathan Shimp (Yam); 2. Ross Garcia (Yam); 3. Billy Lanovich (Yam); 4. David Boothe (Hon); 5. Brian Hulsey (Yam).

S/MINI: 1. Jonathan Shimp (Yam); 2. Shane Bess (Suz); 3. Ross Garcia (Yam); 4. Michael Blose (Yam); 5. Billy Lanovich (Yam).

125 YTH: 1. Sean Hamblin (Yam); 2. Michael Young (Yam); 3. R.J. Thompson (Kaw); 4. Kevin Johnson (Yam); 5. Jason Dubin (Suz).

125 BEG: 1. Cesar Sagonti (Yam); 2. Bryan Frost (Yam); 3. Brad Langsron (Suz); 4. Thunder Wessels (Yam); 5. Kurt Nelson (Yam).

125 JR D-1: 1. Brian Morgan (Suz); 2. Daniel Bagwell (Suz); 3. Richard Wickham (Suz); 4. Travis Frink (Kaw); 5. Matt Condon (Yam).

125 JR D-2: 1. Landon Pack (Hon); 2. Cole Sleeter (Yam); 3. Brian Terry (Yam); 4. Brad Terry (Yam); 5. Ryan Shernaman (Hon).

125 INT D-1: 1. Michael Young (Yam); 2. Bryan McGavran (Yam); 3. Sean Hamblin (Yam); 4. Hawk White (Suz); 5. Kevin Johnson (Yam).

125 INT D-2: 1. Andreau Labrador (Yam); 2. David Reegs (KTM); 3. Thomas Begenec (Suz); 4. Dustin Jameson (Yam); 5. Tyson Taylor (Hon).

125 PRO: 1. Nic Wey (Kaw); 2. Billy Payne (Kaw); 3. Donovan Mitchell (Yam); 4. Keith Johnson (Yam); 5. Casey Lytle (Hon).

250 BEG: 1. Christian Cullino (Yam); 2. Ren Stampfi (Suz); 3. John Atwood (Yam); 4. Mike Watz (Hon); 5. Jeff Harper (Kaw).

250 JR: 1. Randy Norman (Yam); 2. Niklas Granstrom (Kaw); 3. Jason Marcus (Yam); 4. Nathan Jones (Yam); 5. Sean Peer (Yam).

250 INT: 1. Ron Gilbert (Kaw); 2. Jason Dubin (Suz); 3. George Merry (Kaw); 4. Todd Campbell (Kaw); 5. Jesse Bath (Suz).

250 PRO: 1. Doug Dubach (Yam); 2. Billy Payne (Kaw); 3. Nic Wey (Kaw); 4. Keith Johnson (Yam); 5. Takamasa Takayi (Kaw).

500 AM: 1. J. Scanlon (Yam); 2. Gary Doggett (Yam); 3. Joe Root (Yam); 4. Pastell (Kaw); 5. Dan McClintock (Yam).

500 PRO: 1. Doug Dubach (Yam); 2. Brian Manley (Yam); 3. Jon Nelson (Yam); 4. Terry Fowler (Hon); 5. Geoff Woods (Hon).

25+ AM: 1. Scott Wilkinson (Kaw); 2. Randy Danylo (Kaw); 3. Kenny Zahrt (Yam); 4. Jason Marcus (Yam); 5. Chris Radzinski (Kaw).

25+ MSTR: 1. Craig Canoy (Kaw); 2. Darrin Hoeft (Suz); 3. Dan Berg (Suz); 4. Jon Zahrt (Kaw); 5. Todd Mitchell (Suz).

25+ PRO: 1. Brian Manley (Yam); 2. Gordon Ward (TM); 3. Mark Easley (Yam); 4. Tim Sharp (Yam); 5. Bill Phelps (Yam).

30+ BEG: 1. Rocky Hash (Hon); 2. N/A (Kaw); 3. Manny Dominguez (Kaw); 4. Milton (Hon); 5. Larry Wardrop (Kaw).

30+ JR: 1. Scott Scarborough (Suz); 2. Tom Bell (Suz); 3. Johnny Posca (Suz); 4. Robbie James (Yam); 5. Vic Walker (Hon).

30+ INT: 1. Todd Campbell (Kaw); 2. Gary Dellegatte (Yam); 3. Scott Wilkinson (Suz); 4. Guy Giffin; 5. Eric Casas (Suz).

30+ PRO: 1. Brian Manley (Suz); 2. Gordon Ward (TM); 3. John Greenway (Hon); 4. Jon Nelson (Kaw); 5. Willy Musgrave (Suz).

30+ MSTR: 1. Craig Canoy (Kaw); 2. Darrin Hoeft (Suz); 3. Jon Zahrt (Kaw); 4. Dan Berg (Suz); 5. Ron Ruff (Suz).

40+ AM: 1. Campbell Pryor (Suz); 2. Jeff Gianni (Suz); 3. Phillip Taboada (Yam); 4. Bob Clark (Yam); 5. Skip Cristy (Hon).

40+ MSTR: 1. Ron Turner (Yam); 2. Perry Klassen (Yam); 3. Chet Malito (Hon); 4. Kenny Zahrt (Yam); 5. Tim Marsh (Hon).

WMN: 1. Jennifer Caputo (Hon); 2. Dawn Rogers (Hon); 3. Tricia Young (Yam).

SETRA Hare Scrambles Series, Round 6

Hawkins hunts them down

(Left) Randy Hawkins rode a YZ250 to a come-from-behind win at the SETRA Cherokee Hare Scrambles. Hawkins will be switching to a YZ400F four-stroke very shortly for both the AMA National Enduro and GNCC Series.
(Above) Allen Gravitt rode to second overall, first AA rider in Georgia.

by Kenneth King

GREENSBORO, GA, JAN. 4

Team Yamaha's Randy Hawkins claimed the overall win at the Cherokee Hare Scrambles in a come-from-behind victory that had all in attendance amazed. KTM-mounted Allen Gravitt rode a stellar race but succumbed to Hawkins in the last few minutes of the last lap; he would finish just a few seconds behind the Yamaha ace for second overall, first AA. Series champion Franklin Ramey III led most of the race before Hawkins and Gravitt got around him, and he settled for third overall.

"I had a good race," Hawkins said. "It didn't start off that good, but I owe a lot of credit to my family, my girlfriend and my mechanic. They were really pushing me. Every lap they would tell me how many seconds I was from the leader; it was a big help."

SETRA finally had a race with absolutely no rain. It was a fantastic day for racing, and the Cherokee Enduro Riders put on a tough, fun, well-organized event. The course was a combination of fast, flowing trails and open fields with a few short tight sections. The terrain was typical of Georgia: red clay, roots and the occasional cow patty (the course ran on several cow pastures). Last year it was voted Hare Scrambles of the year, so you know it was a first-class race. The club used the two-race format. The C classes and some specialty classes raced at 11 a.m. for 1 1/2 hours, and the AA, A and B classes raced at 1 p.m. for two hours. By the time the second race was run, the course had been chewed up pretty good, with lots of braking bumps and several huge ruts in some of the softer areas of the trail.

The AA class was filled with all the SETRA regulars: Gravitt on his 200, Ramey on a 250 (in his second race back since breaking his ankle and taking seven weeks off), Michael Grizzle on his Husaberg 501, Steve Saunders on his RM250, Tommy Veator on his KDX200 and Rod Stuckey on his CRE250. Team Green rider Ashley Brewer was ready to ride a new '98 KX250, and this was his first race on the new bike. Hawkins was riding a shiny new YZ250, his first ride on that bike, also.

"This will be my last time riding the 250," Hawkins reported. "I will be racing the new four-stroke 400 as soon as I get it. I did a lot of testing on the bike, and I'm really looking forward to racing it."

It would be a good race. All in all, there were 11 riders in the AA class, the largest of any race this season.

Off the start, Gravitt got the holeshot, with the gang just a few feet behind. The course made a sweeping "S" turn before connecting to a short jeep road, and then headed into the woods. In the second turn, Gravitt and Brewer got tangled up and both riders went down, narrowly missing the rest of the pack.

"Allen was in front of me and when we started into the second turn, his rear drifted out, my front end hit him and the next thing I knew, we were on the ground," Brewer said.

Where was Hawkins? It seems his bike didn't fire right up, and he left the start a full 20 to 30 seconds late. Gravitt, Brewer and Hawkins were all in the back of the pack as the others pulled away.

After Gravitt and Brewer crashed, the lead went to Ramey. Rod Stuckey was close behind Ramey, then Saunders and Grizzle. Gravitt and Brewer were making up time, as was Hawkins. When they came through the scoring barrels for lap one, Ramey held the lead, Stuckey was next just 7 seconds off Ramey's pace, and then came Gravitt, 18 seconds behind. The remaining riders were all within 45 seconds of Gravitt, and lap times were around 16 minutes.

Lap two saw Ramey pick up the pace along with Gravitt. Hawkins was steadily gaining ground, but Brewer was having trouble, falling off the pace.

"I was riding my new '98 for the first time today," Brewer said. "I really didn't have time to test the suspension, and I didn't have it dialed in. I was getting hammered pretty bad." He would call it quits later in the race.

By lap three, the soft track was getting very torn up, and leaders Ramey and Gravitt had distanced themselves from the other riders. Hawkins had passed everyone but the two leaders and was making time on them each lap. Stuckey was hanging in there, Saunders was a minute behind him and Grizzle was right on Saunders' rear fender, roaring his big four-stroke. When they came through to get scored, Gravitt was just one second off Ramey, with Hawkins in the number-three position. This order remained the same through lap five, with the crowd really enjoying the leaders flying through the unique course that also went right through a chicken house.

Ramey and Hawkins stopped for gas on lap six but Gravitt didn't, and he moved ahead of Ramey by about 30 seconds.

"This is my second race since my injury, and I'm just trying to get back up to speed," Ramey said. "With only a couple of laps left, I just couldn't catch Allen after the gas."

Hawkins ran third, close to 45 seconds behind both riders. Saunders called it quits on lap six due to hand problems, which moved Grizzle into the number-five position behind Stuckey, who was about three minutes off the leaders.

On the final lap, Gravitt was still leading, with Ramey in chase, but Hawkins really poured on the gas and was able to pass Ramey and catch Gravitt a mile or so from the finish.

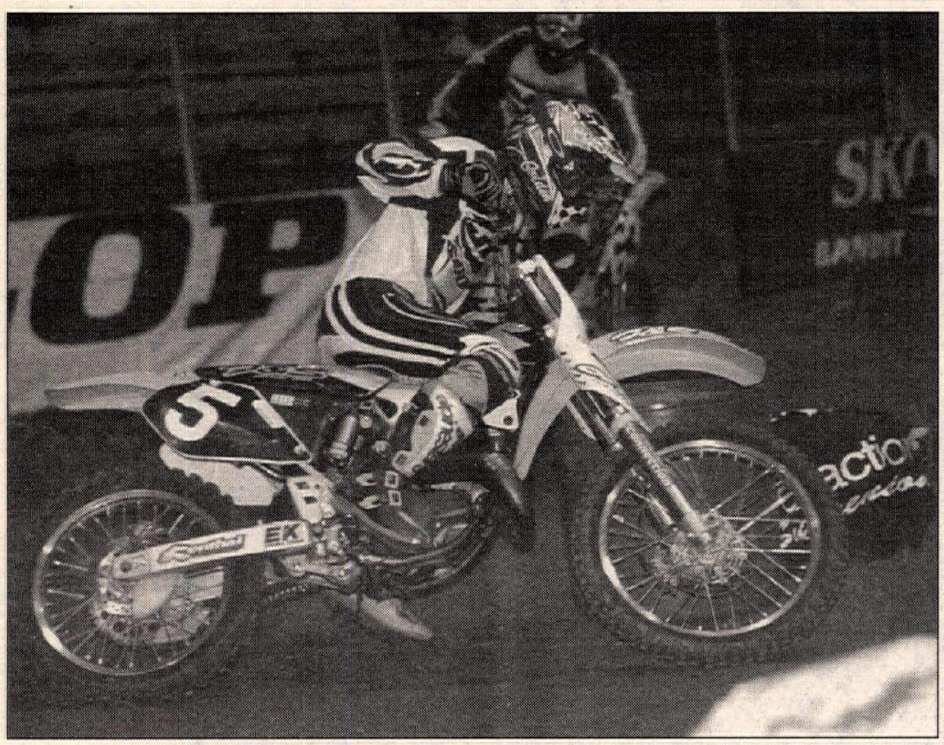
"After crashing in the first turn, I just used up too much energy trying to catch everyone," Gravitt said. "When Randy came up behind me, I had nothing left. I heard him coming but it was all I could do to stay with him to the finish. I just used up too much energy early on."

Hawkins finished 10 seconds ahead of Gravitt at the finish, and Ramey was 30 seconds back in third overall. It was one of the best races to watch this year, and all three riders rode exceptionally well. Hawkins will be riding a few more SETRA races, trying to prep himself for the upcoming National Enduro and GNCC season. CN

SETRA Cherokee Hare Scrambles
Greensboro, Georgia
Results: January 4, 1998

O/A: Randy Hawkins.
AA: 1. Allen Gravitt; 2. Franklin Ramey III.
OPEN A: 1. Steve Hardeman; 2. Robert Fowler; 3. Jim Carver.
OPEN B: 1. Billy Chapman; 2. David Cripe; 3. James Embro.
OPEN C: 1. Paul McColl; 2. Kenneth Smith; 3. Russell McMurray.
200 A: 1. Doby Leonard; 2. Lee Stephens; 3. Chris McDonald.
200 B: 1. Mark Thompson; 2. Steve Lewis; 3. Robert Sevenpiper.
200 C: 1. Jim Weiser; 2. Chris Wahle; 3. Lance Johnson.
250 A: 1. Dustin Beaty; 2. Doug Masencup; 3. Jason Chancey.
250 B: 1. Matt Beaty; 2. Michael Noffz; 3. Mike Garner.
250 C: 1. Shannon Moore; 2. Tim Myers; 3. Brad Armour.
SR A: 1. Mitch McRee; 2. Terry Hughes; 3. Arty Spencer.
SR B: 1. Buren Hamrick; 2. Phil Ellis; 3. J.T. Gordy.
SR C: 1. Richard Morabito; 2. David Strawhorne; 3. Jack Derryberry.
S/SR A: 1. Jimmy Lynch; 2. Larry Bollinger; 3. John Kealey.
S/SR B: 1. Bob Ingle; 2. Rich Patterson; 3. Frank Nelson.
MSTR A: 1. Wayne Beaty; 2. George Yount; 3. Bill Watkins.
MSTR B: 1. Michael Thompson; 2. Steve Chancey; 3. Frank Amos.
MSTR C: 1. Bud Hardeman; 2. Clyde Brown; 3. Ben Cheatwood.
4-STRK B: 1. Stan Gantt; 2. Joey Claxton; 3. Daniel Monstrud.
4-STRK C: 1. Darren Groves; 2. Leland Scruggs; 3. Johnny Futo.
L/T: 1. Shannon Dailey; 2. Ken Conoven; 3. Elijah Derryberry.
H/T: 1. Jason Walker; 2. Chester Barder; 3. Brent Oliver.
WMN: 1. Karen Nelson; 2. Danielle Hadaway; 3. Heather Kessler.

Rand blasts to victory



(Above) Greg Rand rode to both 125cc Pro-class wins and also picked up a win in Saturday's 250cc Pro class at rounds seven and eight of the Action Sports Arenacross Series.
(Right) Chuck Reed (36) rode to a popular win in Sunday's 250cc main event, held at the Huntington Civic Center in West Virginia.

By David L. Patton Jr.

HUNTINGTON, WV, JAN. 3-4

F&S Racing/JT-sponsored Greg Rand returned to the winner's circle at rounds seven and eight of the 1997-98 Action Sports Arenacross Series, presented by FMF, Dunlop and Scott. Rand took control of the series points lead in both Pro classes, taking three of the four main events and picking up a fifth in Sunday's 125cc main. F&S Racing/Ohio Moto Sports-backed Chuck Reed made it a Suzuki sweep, winning his second career Indoor final with a wire-to-wire win in the 125cc class, ahead of Jim Neese. Matt Shue had his best weekend of the series with two runner-up finishes in 250cc action and a third in the 125cc class on Sunday on his Layton Suzuki/Pro-Action/Pirelli-backed RM.

Honda of Troy's Mark Burkhart and Matt Maximoff put two Hondas at the front of Saturday's 125cc main, but Burkhart lost it going into the whoops. "Someone hit my rear wheel wide open as I went to turn," Burkhart said. "They shoved me straight into the wall." Burkhart recovered quickly and was in the middle of the pack by the end of the first lap.

Maximoff tried to leave the field behind, but Rand and Kingsport KTM/Leitz Racing/Moto Planet-backed Robbie Horton (in only his second race in six months) were trying to reel him in. Horton's Kingsport teammate Neese ran into problems early in the main when he crashed in the whoops, taking Shue with him, allowing the front-runners to pull away. Rand was methodically grinding up Maximoff's lead as Horton rode all alone in third. Davey Yezek held the fourth spot but he was under attack by Kame's Sports/Xtreme Yamaha rider Mike Katin and Honda of Jackson's Charlie Dunaway. Maximoff's weekend ended with a hard crash off of the triple at the halfway point, giving Rand the lead. As the race wound down, Burkhart continued to charge through the pack, but stopped the entire race with a red flag after tangling, literally, with Yezek before the triple. The finishing order was based upon the last green-flag lap completed, with Rand in first, followed by Horton, Yezek, Burkhart and Katin.

Rand timed the starting gate perfectly in Saturday's 250cc main event and was never challenged for the win. Behind him, Katin got through the first turn in second place but F&S Racing teammates Tommy Collier and Yezek were hammering on his rear wheel, trying to get by. Yezek made a mistake and had to drop out, and Neese's tough luck continued as a bad start led to another crash in traffic, ending his evening. Pro Circuit-backed Katin had second place, but Collier was quickly joined by David Hand and Shue, both trying to get past him. Shue and Collier were going for it in every section of the track. Shue took over third by the halfway point and Hand, Mark Burkhart and Chuck Reed closed in on Collier. Katin opened up a gap on Shue but was fighting arm pump and was making minor mistakes, helping Shue close in before eventually moving by in the whoops to take second. Burkhart let it all hang out on the last lap and almost caught Katin, missing out on third by half of a bike length. Burkhart and Collier closed out the top five.

Chuck Reed got a great start on his F&S Racing/Ohio Moto Sports-backed Suzuki and outran Neese to the first turn. Vincent Karnow and Shue hounded the leaders while Saturday night's winner, Rand, fought his way through the field after a midpack start. Rand and Yezek hooked up early in the main and the two F&S teammates carved up the field on the way to the top five. Collier held on to fourth, ahead of Hedrick, until just after the halfway point, when the Rand/Yezek train arrived. Rand and Yezek passed both Hedrick and Collier on the same lap as the moto wound down, but the top four were long gone. "Farmboy" Reed took a popular win, ahead of Moto Planet/Pro-Action-backed Neese and Shue. Karnow claimed fourth and Rand took fifth, ahead of Yezek.

"Ray Dunaway of Ohio Moto Sports has helped me a lot this weekend to get my bikes set up and it has made a big difference," Reed said after the race.

Reed and Rand put their Suzukis up front in Sunday's 250cc main, the final race of the weekend. Hand held the third spot after a first-turn crash took out half of the field.

"I went into the first turn from the inside and I jammed in there," Hand said. "Someone hit me but I held it on and came out in third."

Hand almost lost it in the whoops, letting Shue by on the first lap, and Rand jumped the triple to take the lead away from Reed. On the second lap, Hand bobbled on the sit-down double before the grandstand whoops, letting Jon Boruff close the gap. Hand held off the Kingsport KTM/Moto Planet-backed Boruff and regained his timing and began to reel in the leaders. Shue was all over Reed and grabbed the inside line in the grandstand whoops to take over the second spot on lap three. Rand and Shue motored away up to the front, but Reed had Hand on his rear wheel. The Wiseco/Pro-Action/ Cometic-backed Hand also got by Reed in the whoops with three laps to go. Rand wrapped up his third win of the weekend, ahead of Shue and Hand, and Reed took fourth by inches over Boruff after a hard-core duel to the finish. CN

1997-98 Action Sports Arenacross Series
Huntington, West Virginia
Results: January 3-4, 1998

Saturday

50 P/W JR: 1. Brittany Ziepfel (Yam); 2. Colby McCutcheon (Yam); 3. Westen Hale (Yam); 4. Ryan Wolfe (Yam); 5. Shawn Lunsford (Yam).

50 (4-6): 1. Ryan Ivers (Cob); 2. Nathan Heskett (Cob); 3. Dalton Parsons (KTM); 4. Dillon Parsons (KTM); 5. Jordan Strickland (Cob).

50 (7-8): 1. Zach Osborne (Cob); 2. Devan Welch (Cob); 3. Kyle McConnell (Cob); 4. Wesley Jett (Cob); 5. Dominic Izzi (Cob).

65: 1. Kyle Preston (Kaw); 2. Christopher Robertson (Kaw); 3. Josh Lichtle (Kaw); Andrew Kromel (Kaw); 5. Patrick Massie (Kaw).

85 JR: 1. Christopher Robertson (Suz); 2. Dillion Rhoades (Suz); 3. Kyle Preston (Hon); 4. Tyler Grubb (Suz); 5. James Lang (Hon).

85 SR: 1. Willy Browning (Yam); 2. Corey Arnold (Yam); 3. Justin Sessink (Hon); 4. Tracey Haun (Kaw); 5. Ryan Matney (Kaw).

SCHBY: 1. Ian Hammond (Suz); 2. Jason Wade (Kaw); 3. Brian Gerth (Suz); 4. Willy Browning (Yam); 5. Nicholas Wolfe (KTM).

125 B: 1. Brian Gerth (Suz); 2. Ian Hammond (Suz); 3. David Rife (Kaw); 4. Justin Terrell (Kaw); 5. Greg Smith (Suz).

125 C 1: 1. Nathan Scheid (Suz); 2. Jay Lasco (Suz); 3. Brian Green (Suz); 4. Chris Rhodes (Yam); 5. Darren Metten (Hon).

125 C 2: 1. Nicholas Wolfe (KTM); 2. Erik Hanlin (Suz); 3. Eric Ramey (Hon); 4. Brandon Cline (Suz); 5. Jesse Modzel (Kaw).

250 B: 1. Wesley McCoy (Suz); 2. Michael Mercer (Suz); 3. Tony Brown (Hon); 4. John Caupp (Yam); 5. Scott Woolls (Yam).

250 C: 1. Miles Cook (Hon); 2. Greg Dillow (Hon); 3. Chris Asher (Hon); 4. William Brazelton (Yam); 5. Nathan Scheid (Kaw).

25+: 1. Mark Musselman (Hus); 2. Mike Morgan (Kaw); 3. Blane Armbruster (Kaw); 4. Doug Flinner (Yam); 5. Chris Knox (Hus).

30+: 1. Brian Hawks (Hon); 2. Chuck Nicholson (Suz); 3. Rick Oxley (Hon); 4. Joe Miller (Yam); 5. Eric Ramey (Hon).

125 PRO: 1. Greg Rand (Suz); 2. Robbie Horton (KTM); 3. Davey Yezek (Suz); 4. Mark Burkhart (Hon); 5. Mike Katin (Yam); 6. Tommy Collier (Suz); 7. Charlie Dunaway (Hon); 8. Jon Boruff (KTM); 9. Mike Morgan (Yam); 10. Matt Maximoff (Hon).

250 PRO: 1. Greg Rand (Suz); 2. Matt Shue (Suz); 3. Mike Katin (Yam); 4. Mark Burkhart (Hon); 5. Tommy Collier (Suz); 6. Chuck Reed (Suz); 7. Charlie Dunaway (Hon); 8. Mark Musselman (Hus); 9. Mike Morgan (Yam); 10. Dave Hand (Hon).

Sunday

50 P/W JR: 1. Brittany Ziepfel (Yam); 2. Colby McCutcheon (Yam); 3. McKinnon Welborn (Yam); 4. Shawn Lunsford (Yam); 5. R.J. Bryant (Yam).

50 (4-6): 1. Ryan Ivers (Cob); 2. Nathan Heskett (Cob); 3. McKinnon Welborn (Cob); 4. Dalton Parsons (KTM); 5. Dillon Parsons (KTM).

50 (7-8): 1. Zach Osborne (Cob); 2. Devan Welch (Cob); 3. Wesley Jett (Cob); 4. Kyle McConnell (Cob); 5. Dominic Izzi (Cob).

65: 1. Kyle Preston (Kaw); 2. Josh Lichtle (Kaw); 3. Christopher Robertson (Kaw); 4. Tanner Reed (Kaw); 5. Zach Osborne (Kaw).

85 JR: 1. Kyle Preston (Hon); 2. Christopher Robertson (Suz); 3. Josh Lichtle (Yam); 4. Dillion Rhoades (Suz); 5. Andrew Kromel (Kaw).

85 SR: 1. Willy Browning (Yam); 2. Corey Arnold (Yam); 3. A.J. Meade (Kaw); 4. Justin Sessink (Hon); 5. Mike Tolliver (Suz).

SCHBY: 1. Jason Wade (Kaw); 2. Ian Hammond (Suz); 3. Nicholas Wolfe (KTM); 4. Tiffany Reed (Hon); 5. Anthony Ball (Kaw).

125 B: 1. Michael Mercer (Suz); 2. Dale Simpson (Hon); 3. Lenny Sauer (Hon); 4. Ian Hammond (Suz); 5. Damien Heater (Hon).

125 C: 1. Nicholas Wolfe (KTM); 2. Erik Hanlin (Suz); 3. Timothy Davis (Hon); 4. Houston Abernathe Jr. (Yam); 5. Glen Morrison (Yam).

250 B: 1. J.C. Cravens (Yam); 2. Wesley McCoy (Suz); 3. Adam Bolan (KTM); 4. Scott Marnberg (Hon); 5. Michael Mercer (Suz).

250 C: 1. Brett McKeever (Hon); 2. Paul Crowell (Suz); 3. Jason Powers (Hon); 4. Darius Lattea (Yam); 5. Nathan Scheid (Kaw).

25+: 1. Dave Hand (Hon); 2. Mike Morgan (Kaw); 3. Mark Musselman (Hus); 4. Chuck Reed (Suz); 5. Chris Knox (Hus).

30+: 1. Chuck Nicholson (Suz); 2. Rick Oxley (Hon); 3. Robert Frost (Suz); 4. Bill Bagby (Hon); 5. Mike Messenger (Suz).

125 PRO: 1. Chuck Reed (Suz); 2. Jim Neese (KTM); 3. Matt Shue (Suz); 4. Vincent Karnow (Suz); 5. Greg Rand (Suz); 6. Davey Yezek (Suz); 7. Tommy Collier (Suz); 8. Marcus Hedrick (Suz); 9. Mike Katin (Yam); 10. Robbie Horton (KTM).

250 PRO: 1. Greg Rand (Suz); 2. Matt Shue (Suz); 3. Dave Hand (Hon); 4. Chuck Reed (Suz); 5. Jon Boruff (KTM); 6. Tommy Collier (Suz); 7. Vincent Karnow (Suz); 8. Jim Neese (KTM); 9. Mike Morgan (Kaw); 10. Mark Musselman (Hus).

AMA Victory Sports Indoor Winter MX Series, Rounds 7-8

Boruff, Bunch blast off

By Barbara Williams
Photos by Loren Williams

MORRISTOWN, TN, JAN. 10-11

Kingsport KTM's Jon Boruff entertained with double wins in the 125cc A class and a runner-up finish in the 250cc A class at rounds seven and eight of the AMA Victory Sports Indoor Winter Motocross Series, held at the Walters State Arena. Boruff's finishes were impressive considering the stiff competition, which consisted of riders such as Robbie Horton, Jim Neese, Matt Shue and Scott Graves. All of the Pro mains were run with a full gate of riders, selected by means of multiple qualifiers.

Bradley Bunch of Travelers Rest, South Carolina, won both rounds in the 50cc (4-5) class in exciting battles with McKinnon Welborn of Boonville, North Carolina, and Zackary Alvear of King, North Carolina.

On Saturday, well over 350 riders came from 13 states as diverse as New Jersey, Illinois, Missouri, Ohio and Maryland, as well as the usual southeastern locations. A respectable crowd of 250 stayed over for Sunday's performance - a good showing for the Bible Belt.

"We've had less than 10 races here since this facility opened last year," said Victory Sports promoter Sam Gammon of the Walters State Arena. "It's a wonderful place to race, and we're making good progress as far as interesting the local people in motocross racing."

Newly mounted on KTMs this season, Pro-Action/Sinisalo/FMF's Boruff took the measure of the track and the competition by winning Saturday's first 125cc A qualifier. When the gate dropped in the 125cc A main event, Boruff leaped to the front and colored himself gone, leading every lap to the checkered flag. With Boruff out of reach, the battle was for second. Maryland's Tom Welch and Georgia's Matt Shue pitted their Suzukis against Boruff's KTM teammate, Robbie Horton, and American Motorsports' Scott Graves. Welch, Horton and Shue all took their turns at trying for runner-up, but Shue ended up with the position when time ran out.

Having observed Boruff's success out front, Horton duplicated his battle plan in the 250cc A main by grabbing the holeshot and holding on to the point position tighter than a vise grip. Boruff shadowed Horton for the entire 12 laps, while Kingsport KTM/Winter Marketing-backed Neese marched his way up from a seventh-place start to claim third.

Saturday's 250cc A finishes were notable for the fact that the top three winners were all on KTMs, all from the same Kingsport KTM team and all on stock bikes.

F&S Suzuki's Kris Swaney nosed out to the front in Sunday's 125cc A main, shoulder to shoulder with Boruff and Shue. Welch and Suzuki/Winters Marketing-backed Marcus Hedrick stepped up to join the fun, and the battle was on. Early on lap five of 12, Boruff forged ahead coming over the midfield timing jumps and, as in Saturday's contest, proceeded to pull away. Swaney, Shue, Welch, Horton, Hedrick and Shane Templeton of Hillsville, Virginia, put on a show that kept everyone on the edge of their padded seats. The scrappy Swaney was not about to give up one foot without a fight and had fifth place until the last half of a lap. Swaney's Suzuki hesitated coming through one of the bowl turns, allowing Hedrick to pass and finish fifth.

Shue owned Sunday's 250cc A main, dancing away out front while all the action took place behind his Suzuki's rear fender. Neese finally got a good start, dicing with Welch and Horton and ending up fourth after a crash that resulted from challenging Welch for second. Boruff got off the gate badly, starting at least eighth (and maybe even worse than that). Boruff then made contact with Georgia's Brian Raymond and crashed; then, a few turns later, he tangled with Preston Rose of Duffield, Virginia, taking another soil sample. The second crash took Boruff's KTM out of contention.

On the other end of the spectrum of experience, Bradley Bunch's star shone brightly all weekend in the 50cc (4-6) division. In Saturday's main event, the holeshot went to Suzuki of Winston-Salem's McKinnon Welborn, who was supplanted by D.J. Ellis, riding for Kawasaki/Suzuki of Durham. Ellis in turn yielded to Bunch, who hung on to the lead with a bulldog's determination for the win. Zackary Alvear slipped past Welborn and made his little Action machine "real wide," as they say in NASCAR competition, to disallow any passing attempts. Ellis was found to have been entered in the wrong class, so his placing was given to Alvear, and Welborn was advanced to third.

Pumped from Saturday's runner-up finish, Alvear was more than ready for Sunday's start and jumped out front. But Bunch held the throttle open just a tick longer and took over within a few turns. Bunch then stretched out a sizable lead, leaving Zackary and McKinnon to battle for second. A midrace fall handed the runner-up position to Welborn, but Alvear was able to remount without losing more than one position. CN

KTM-mounted Jon Boruff (575) battles with Kris Swaney (903) en route to winning the 125cc A class both nights at the seventh and eighth rounds of the AMA Victory Sports Indoor Winter MX Series in Morristown, Tennessee.

Walters State Arena
Morristown, Tennessee
Results: January 10-11, 1998

Saturday

50 (4-6): 1. Bradley Bunch (Cob); 2. Zackary Alvear (Act); 3. McKinnon Welborn (Cob); 4. Ernest Lopez (Cob); 5. Trey Matthews (Cob).

50 (7-8): 1. Brandon Large (Cob); 2. Zach Osborne (Cob); 3. Easton Hankins (KTM); 4. Christopher Pittman (Cob); 5. Mason Caldwell (KTM).

65 (7-9): 1. Chase Beck (Kaw); 2. Zach Osborne (Kaw); 3. Brett Slater (Kaw); 4. Justin Ashburn (Kaw); 5. Brandon Large (Cob).

65 (10-11): 1. Aaron Nations (Kaw); 2. Dalton Terrell (Kaw); 3. Kyle Clark (Kaw); 4. Taylor Reilly (Kaw); 5. Jerry Mashburn (Kaw).

80 D BEG: 1. Kyle Teel (Yam); 2. Jake Wiley (Suz); 3. Brandon Durbeck (Kaw); 4. Casey Rice (Yam); 5. Brandon Belcher (Suz).

JR MINI: 1. Joshua Davis (Kaw); 2. Chase Whitten (Kaw); 3. Aaron Nations (Kaw); 4. Chris Todd (Kaw); 5. Garrett Meek (Kaw).

85 (12-13): 1. William Browning (Yam); 2. Jarrod Burrell (Suz); 3. Jason Tucker (Kaw); 4. Tyler Burnette (Kaw); 5. Douglas Thomason (Kaw).

85 (14-15): 1. Justin Jones (Yam); 2. Daniel Tessneer (Yam); 3. Bradley Robertson (Yam); 4. Benjamin Hinson (Yam); 5. Leslie Barrett (Kaw).

S/MINI: 1. Joshua Davis (Kaw); 2. William Browning (Yam); 3. Jarred Burrell (Suz); 4. Douglas Thomason (Kaw); 5. Zachary Miller (Suz).

125 A: 1. Jon Boruff (KTM); 2. Matt Shue (Suz); 3. Robbie Horton (KTM); 4. Tom Welch (Suz); 5. Scott Graves (Yam).

125 B: 1. Ben Riddle (Kaw); 2. Daniel Tesh (Suz); 3. Derek Smith (Kaw); 4. R.C. Pond (KTM); 5. Jeremiah Kirkland (Yam).

125 C: 1. Shawn Hester (Hon); 2. Matthew Whiteside (Yam); 3. Michael Mahaffey (Kaw); 4. Charles Cassada (Hon); 5. Donnie Adams (Kaw).

125 D: 1. Josh Snell (Hon); 2. Daniel Dickens (Kaw); 3. T.J. Fairbanks (Hon); 4. Kevin Roy (Kaw); 5. Donnie Howard (Yam).

250 A: 1. Robbie Horton (KTM); 2. Jon Boruff (KTM); 3. Jim Neese (KTM); 4. Scott Graves (Yam); 5. Brian Raymond (Suz).

250 B: 1. Daniel Tesh (Suz); 2. Derek Smith (Kaw); 3. Ben Riddle (Kaw); 4. Aaron Ellenburg (Suz); 5. Kevin Blalock (Suz).

250 C: 1. Will Lackey (Hon); 2. Roy Dennie (Suz); 3. Jon Tyus (Yam); 4. David Bridges (Suz); 5. Junior Green (Kaw).

250 D: 1. Santo DeRisi (Yam); 2. Robert Garrett (Yam); 3. Timmy Ray (Yam); 4. Tommy Bright (Kaw); 5. Mark Durbeck (Hon).

25+: 1. Mike Padgett (Yam); 2. Daniel Nelson (Hon); 3. Kevin Blalock (Suz); 4. Ryan Geister (Suz); 5. Gary Hinkle (Yam).

30+: 1. David Eller (Kaw); 2. Rickey Alley (Kaw); 3. Danny Reilly (Kaw); 4. Michael Stroupe (Hon); 5. Bill Barton (Yam).

U/L AM: 1. Ben Riddle (Kaw); 2. Aaron Ellenburg (Suz); 3. J.T. Smith (Hon); 4. Jeremiah Kirkland (Yam); 5. Anthony Bubba Orr (Suz).

U/L C-D: 1. Matthew Whiteside (Yam); 2. Michael Mahaffey (Kaw); 3. Donnie Adams (Kaw); 4. Charles Cassada (Hon); 5. Donnie Allison (Yam).

Sunday

50 (4-6): 1. Bradley Bunch (Cob); 2. McKinnon Welborn (Cob); 3. Zackary Alvear (Act); 4. Ernest Lopez (Cob); 5. Josh Scott (KTM).

50 (7-8): 1. Zach Osborne (Cob); 2. Easton Hankins (KTM); 3. Brandon Large (Cob); 4. D.J. Ellis (Cob); 5. Tyler Clark (Cob).

65 (7-9): 1. Chase Beck (Kaw); 2. Brett Slater (Kaw); 3. Matthew Mashburn (Kaw); 4. Easton Hankins (Kaw); 5. Zach Osborne (Kaw).

65 (10-11): 1. Aaron Nations (Kaw); 2. Dalton Terrell (Kaw); 3. Taylor Reilly (Kaw); 4. Jerry Mashburn (Kaw); 5. Steven Kyle Clark (Kaw).

80 D BEG: 1. Kyle Teel (Yam); 2. Brandon Durbeck (Kaw); 3. Curtis Dyer (Suz); 4. Jake Wiley (Suz); 5. Herbie Adams (Kaw).

JR MINI: 1. Joshua Davis (Kaw); 2. Chase Whitten (Kaw); 3. Aaron Nations (Kaw); 4. Chase Beck (Kaw); 5. Chris Todd (Kaw).

85 (12-13): 1. William Browning (Yam); 2. Jarrod Burrell (Suz); 3. Tyler Burnette (Kaw); 4. Zachary Miller (Suz); 5. Jason Tucker (Kaw).

85 (14-15): 1. Bradley Robertson (Yam); 2. Daniel Tessneer (Yam); 3. Justin Jones (Yam); 4. Nicholas Pass (Suz).

S/MINI: 1. Jarrod Burrell (Suz); 2. Joshua Davis (Kaw); 3. Justin Jones (Yam); 4. Jason Tucker (Kaw); 5. Zachary Miller (Suz).

125 A: 1. Jon Boruff (KTM); 2. Matt Shue (Suz); 3. Robbie Horton (KTM); 4. Tom Welch (Suz); 5. Marcus Hedrick (Suz).

125 B: 1. Ben Riddle (Kaw); 2. J.T. Smith (Hon); 3. Derek Smith (Kaw); 4. Daniel Tesh (Suz); 5. Chris Shaw (Yam).

125 C: 1. Jacob Saylor (Kaw); 2. Donnie Adams (Kaw); 3. Charles Cassada (Hon); 4. Michael Mahaffey (Kaw); 5. David Thacker (Hon).

125 D: 1. Kevin Roy (Kaw); 2. David Rogers (Suz); 3. Jarrod Davis (Hon); 4. Garnett Tuttle (Hon); 5. Timmy Hensley (Hon).

250 A: 1. Matt Shue (Suz); 2. Tom Welch (Suz); 3. Robbie Horton (KTM); 4. Jim Neese (KTM); 5. Scott Graves (Yam).

250 B: 1. Daniel Tesh (Suz); 2. Ben Riddle (Kaw); 3. R.C. Pond (KTM); 4. Stacy Dickerson (Yam); 5. Brandon Belcher (Hon).

250 C: 1. David Bridges (Suz); 2. Will Lackey (Hon); 3. Jason Rowe (Suz); 4. Kyle Compton (Hon); 5. Clint Harbison (Kaw).

250 D: 1. Allen Brown (Suz); 2. Paul Rinck (Hon); 3. Mark Durbeck (Hon); 4. Tommy Miller (KTM); 5. Kevin Roulette (Kaw).

25+: 1. Mike Padgett (Yam); 2. Daniel Nelson (Hon); 3. David Eller (Kaw); 4. Steve Mason (Suz); 5. Robert Goldson (Hon).

30+: 1. David Eller (Kaw); 2. Steve Mason (Suz); 3. Danny O'Reilly (Kaw); 4. Lynn Evans (Kaw).

U/L AM: 1. Ben Riddle (Kaw); 2. Daniel Tesh (Suz); 3. Stacy Dickerson (Yam); 4. J.T. Smith (Hon); 5. Dustin Walker (Yam).

U/L C-D: 1. Charles Cassada (Hon); 2. Donnie Adams (Kaw); 3. Michael Mahaffey (Kaw); 4. Freddie Brown (Yam); 5. Jarrod Davis (Hon).

Florida Winter AMA MX Series, Round 3

Currie and Johnson on top

By Kyle Myers

DADE CITY, FL, JAN. 10-11

Team Green pilot Keith Johnson topped the 125cc Pro division with a 3-1 tally, while Moto XXX/HSKS-backed Paul Currie went 2-1 to score the 250cc Pro-class win at the third round of

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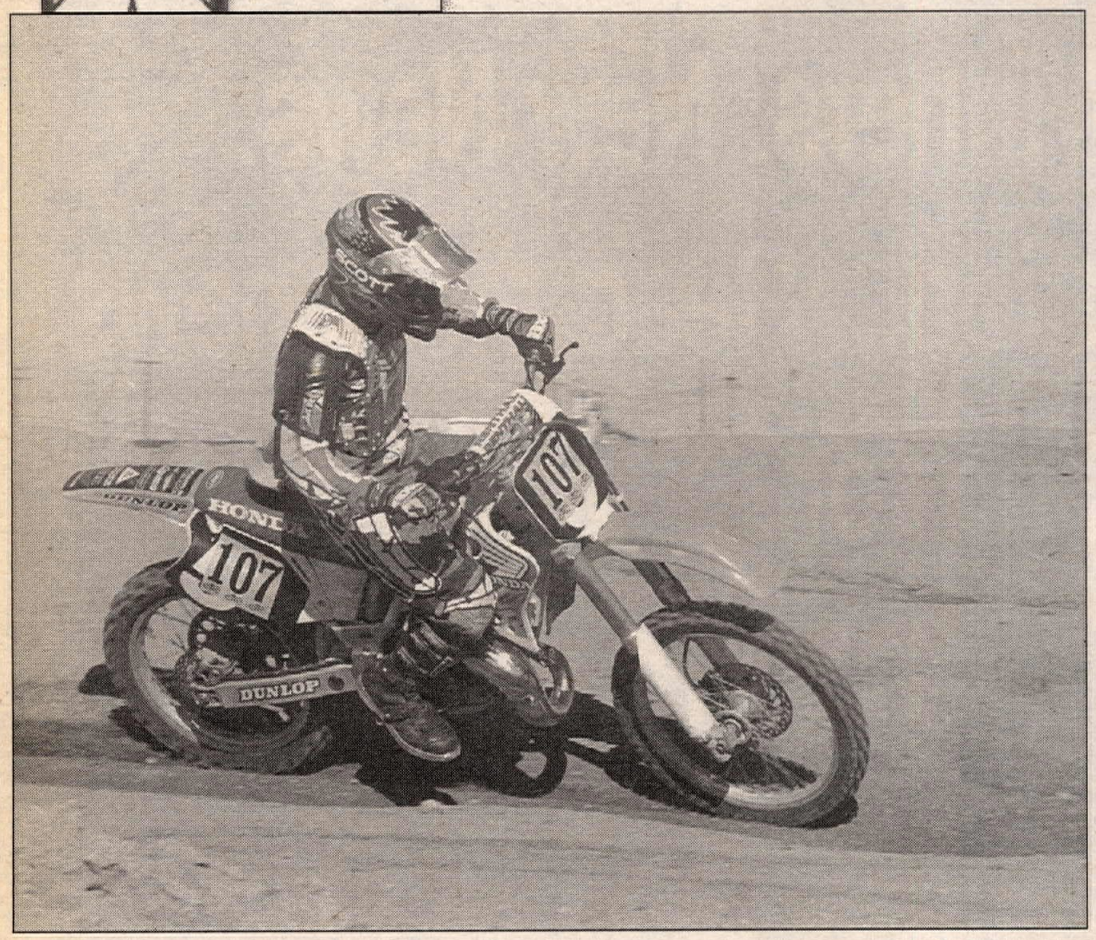

the 28th annual Worldsports Florida Winter AMA Motocross Series, held at the Pasco County Fairgrounds.

In the first 125cc Pro moto, BSY rider Ernesto Fonseca led the 22-rider field into turn one, with Mike Peat and Chad Shepard in hot pursuit. Fonseca continued to lead as Barry Carsten and Johnson worked their way through the traffic after midpack starts. Carsten closed in on Fonseca with two laps to go and, when the white flag came out after 25 minutes of racing, Carsten made his move and passed Fonseca in the back sand section of the course. Carsten held on for the win over Fonseca, Johnson, Tony Lorusso and Cory Keeney.

"I showed Fonseca my wheel on the inside two laps before the finish," said Carsten, "and then, on the last lap, I went inside, then shot out when he dived to the inside."

Lorusso on his F&S Suzuki grabbed the early lead to start moto two, with Currie, Fonseca, Brandon Jesseman and Carsten giving chase. Lorusso led most of the race as a freight train of riders followed behind. Johnson slid his way into second and began to look for a way by. Late in the race, Johnson passed Lorusso to score the moto and overall win. Lorusso, Currie, Jesseman and Carsten rounded out the top five places.

Johnson jumped out to the early lead in the opening 250cc Pro division and led from wire to wire, scoring the easy win over Currie, Keith Bowen, Lorusso and Fonseca.

Currie controlled moto two from the start and led the entire moto, until Johnson motored his way into second after starting outside of the top five. With two laps to go, Johnson closed in on Currie and knew he had to make the pass to earn the overall victory. As the two entered the final corner and headed for the finish, Johnson railed the outside while Currie took the inside. Currie and Johnson bumped as they crossed the finish line side by side, with Currie crashing and Johnson flying off the course. Currie held on for the win by a knobby over Johnson in one of the closest finishes in Florida Winter AMA MX history. Bowen was third on a KTM, Carsten was fourth, and rounding out the top five was David Kratz.

Johnson also raced on Saturday and won the 250cc A class and Over 25 division. Johnson battled Carsten and Matt Crown in the Over 25 class and Chad Shepard and Tom Johansson in the 250cc A class.

"Big Dave" Curry topped both Over 50 motos over longtime rivals Tom Bragg and Barry Mayo.

Davi Millsaps, Tyson Hadsell and Steve Dumond were all double class winners. Suzuki-backed Millsaps won all four motos in the 60 and 80cc (7-11) divisions. BSY's Hadsell won three out of four motos in the 125cc B and 125cc Youth classes, with his only loss coming in the first 125cc Youth moto, which Tony Medrano won. Dumond won the Over 25 B/C and Over 30 B/C events, going 2-1 in both classes for his pair of wins. CN

Pasco County Fairgrounds
Dade City, Florida
Results: January 10-11, 1998

P/W (4-6): 1. L. Karl Benoit (Act); 2. Chase Couture (Cob); 3. Bubba Crosby (Cob); 4. Troy Smith (Cob); 5. Jesse Freeman (Lem).

P/W (7-8): 1. Ricky Renner (Lem); 2. T.J. Rhonelli (Cob); 3. Kyle Keylon (Cob); 4. Mike Nicolini (Cob); 5. Orlando Hamilton (Cob).

60 (7-11): 1. Davi Millsaps (Kaw); 2. Kyle Chisholm (Kaw); 3. Jimmy Keys (Kaw); 4. Bryan Johnson (Kaw); 5. Ricky Renner (Kaw).

80 (7-11): 1. Davi Millsaps (Suz); 2. Bryan Johnson (Suz); 3. Kyle Chisholm (Kaw); 4. Matt Goerke (Kaw); 5. Kyle Williamson (Hon).

80 (12-13): 1. James Stewart (Kaw); 2. Gene Stull (Suz); 3. Dan Truman (Kaw); 4. Brian Gray (Yam); 5. Zack Lundy (Hon).

80 (14-15): 1. Troy Adams (Yam); 2. Ryan Davis (Kaw); 3. Brandon Butler (Hon); 4. Mike McGourty (Yam); 5. Derrick Stearns (Hon).

S/MINI: 1. Ryan Davis (Kaw); 2. Dan Truman (Kaw); 3. Troy Adams (Yam); 4. James Stewart (Kaw); 5. Brian Gray (Yam).

16-24: 1. Augustin Font (Yam); 2. Robert Steveson (Kaw); 3. Mike Steveson (Kaw); 4. Camilo White (Yam). 5. Aaron Perkins (Yam).

25+ A: 1. Keith Johnson (Kaw); 2. Barry Carsten (Suz); 3. Matt Crown (Kaw); 4. Tommy Martin (Kaw); 5. Jeff Lampe (Suz).

25+ B/C: 1. Steve Dumond (Suz); 2. Bryan Abel (Kaw); 3. Todd Wichtner (Hon); 4. Tim Eggers (Suz); 5. Barrett Duchscher (Kaw).

30+ A: 1. Barry Carsten (Suz); 2. Matt Crown (Kaw); 3. Tommy Martin (Kaw); 4. John Lundy (Hon); 5. Mark Beamer (Kaw).

30+ B/C: 1. Steve Dumond (Suz); 2. John Camelio (Hon); 3. Tim Eggers (Suz); 4. Brad Ruel (Yam); 5. John Choate (Hon).

35+: 1. John Lundy (Hon); 2. Tim Eggers (Suz); 3. John Camelio (Hon); 4. Ken Frankenberry (Kaw); 5. Jeff Provance (Kaw).

40+: 1. Ken Frankenberry (Kaw); 2. Jeff Provance (Kaw); 3. Chris Douthitt (Hon); 4. David Johnson (Yam); 5. Doug Harvey (Kaw).

50+: 1. Dave Curry (Suz); 2. Tom Bragg (Hus); 3. Barry Mayo (Kaw); 4. Geo Singler (Hon); 5. Tom Fogg (Yam).

125 YTH: 1. Tyson Hadsell (Yam); 2. Tony Medrano (Kaw); 3. Kyle Farnell (Yam); 4. Jon Master (Yam); 5. Matt Johnson (Yam).

125 A: 1. Brandon Jesseman (Suz); 2. Ernesto Fonseca (Yam); 3. Keith Johnson (Kaw); 4. Cliff Cook (Suz); 5. Chad Shepard (Suz).

125 B: 1. Tyson Hadsell (Yam); 2. Jeremy Shuttleworth (Suz); 3. Kyle Farnell (Yam); 4. Andrei Boloni (Suz); 5. Shawn Petitt (Yam).

125 C: 1. Camilo White (Yam); 2. Jason Smith (Suz); 3. Jerry Jackson (Kaw); 4. Danny Sadler (Suz); 5. Ryan Milito (Suz).

125 PRO: 1. Keith Johnson (Kaw); 2. Tony Lorusso (Suz); 3. Barry Carsten (Suz); 4. Ernesto Fonseca (Yam); 5. Paul Currie (Kaw).

250 A: 1. Keith Johnson (Kaw); 2. Chad Shepard (Suz); 3. Thomas Johansson (Suz); 4. Ernesto Fonseca (Yam); 5. Jarrett Tipping (Suz).

250 B: 1. Scott Lamb (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. Mike Lampe (Suz); 4. Bryan Abel (Kaw); 5. Todd Wichtner (Yam).

250 C: 1. Neil Melby (Hon); 2. Manuel Ospinc (Kaw); 3. Brad Grumbley (Kaw); 4. Scott Wood (Yam); 5. Juan A. Posado (Yam).

250 PRO: 1. Paul Currie (Kaw); 2. Keith Johnson (Kaw); 3. Keith Bowen (KTM); 4. Barry Carsten (Suz); 5. David Kratz (KTM).

500 NOV B/C: 1. John Gillespie (Hon); 2. David Redmond (KTM); 3. Barry Mayo (Kaw).

VET PRO: 1. Matt Crown (Kaw); 2. Tommy Marin (Suz); 3. Mark Beamer (Kaw); 4. John Lundy (Hon); 5. Craig Johnson (Yam).

Tomerlin tops beginners at CRC Grand Prix

By Greg Robertson

PALMDALE, CA, JAN. 11

Troy Tomerlin started off the new year in grand fashion by winning the 125cc Beginner class during California Racing Club's New Year Grand Prix, held at Los Angeles County Raceway.

When the riders came around the first turn after the dead-engine start, it was Tomerlin running out front, followed by Robert Miller, Billy Dillenberger and Jason Dickinson. Dillenberger tipped over in a tight, sandy corner and proceeded to collect four riders who were playing follow-the-leader at close range, which allowed Tomerlin and Miller to disappear with the early advantage.

Tomerlin pulled away from Miller to enjoy a 10-second lead by lap three. Dillenberger was back up to speed and, along with David DeLucia, had reeled in Miller, making it a three-rider battle for the runner-up position. Dillenberger and DeLucia worked their way around Miller and started closing in on Tomerlin. DeLucia pulled off the track with problems, leaving Dillenberger to catch Tomerlin on his own - and that's just what he did. By the 30-minute mark of the 45-minute race, Dillenberger had caught and passed Tomerlin for the lead and was starting to pull away slightly. Tomerlin lost about five seconds to Dillenberger, then upped the pace to make a challenge for the lead.

(Above left) Troy Tomerlin topped the 125cc Beginner class to win the California Racing Club New Year Grand Prix, held at Los Angeles County Raceway in Palmdale, California.
(Above) Bryan Zachary II won the 65 and 85cc (7-11) classes at the PJ1 Amateur Arenacross held in Fort Worth, Texas.

With 10 minutes remaining in the race, Tomerlin was all over Dillenberger, just looking for a way back into the lead. Dillenberger went down in the sand, handing Tomerlin the top spot. By the time Dillenberger was up and running again, Tomerlin was long gone with an insurmountable 20-second lead that he would keep until the finish. Dillenberger ended up second, a good distance ahead of Miller. Jeff Verseput quietly worked his way up from a poor start to finish fourth over Dickinson.

Results

S/P/W: 1. Shawn Rhinehart.

60 BEG: 1. Timmy Ritzler (Kaw); 2. Kevin O'Donnell (Kaw); 3. Johnny Lovett (Kaw); 4. Mikey Garcia (Kaw); 5. Colton James (Kaw).

80 BEG: 1. Ryan Riess (Hon); 2. Mitchell Alsobrook (Kaw); 3. Dustin DeLucia (Yam); 4. Chris Epper (Yam); 5. Bonnie Kelly (Yam).

80 (12-13): 1. Anthony Barbacovi (Yam); 2. Adam Gragg (Yam).

80 (14-16): 1. Johner Faulkner (Hon).

B/W: 1. Dustin Bradley (Kaw).

VINT: 1. Gary Egloff (Mai).

HEYDAY: 1. Steve Gordon (Mai); 2. Brandon Dudley (Mai).

125 BEG: 1. Troy Tomerlin (Hon); 2. Billy Dillenberger (Hon); 3. Robert Miller (Hon); 4. Jeff Verseput (Yam); 5. Jason Dickinson (Kaw).

125 NOV: 1. Jimmy Eberle (Yam); 2. Deuce Rutledge (Hon).

125 INT: 1. Brent Gilliam (Suz); 2. Jeff Eide (Hon); 3. Raymond Smith (Yam).

250 BEG: 1. Jared Sproul (Yam); 2. Tyler Burdick (Yam).

250 NOV: 1. Jason Trubey (Kaw); 2. Scott Minster (Suz).

250 INT: 1. Robbie Dunham (Yam).

250 PRO: 1. Rodney Smith (Suz).

500 NOV: 1. Mike O'Donnell (Hon); 2. Norm Schiel (Hon).

500 INT: 1. Eric Fleming (Kaw).

500 PRO: 1. Rick O'Donnell (Hon).

JR VET BEG: 1. Brit Lyons (Kaw); 2. Cary MacMiller (Suz); 3. Ofer Cohen (Hon)

JR VET NOV: 1. Chuck Dempsey (Kaw); 2. Gabi Abayou (Hon); 3. Rick Knox (Yam); 4. John MacMiller (Suz); 5. J.R. Maddox (Hon).

JR VET INT: 1. Kevin Jackson (Hon).

JR VET INT: 1. Erik Lindstrom (Hon).

VET BEG: 1. Kevin Akrey (Kaw); 2. Gary Guercio (Hon); 3. Sean Ireland (Hon); 4. Buster Akrey (Kaw); 5. Randy Rhinehart (Yam).

VET NOV: 1. Larry Harris (Hon); 2. Scott Davis (Hon); 3. Greg Robertson (Hon); 4. Dan Sween (Hon); 5. Gary Harada (Kaw).

VET INT: 1. Mark Horton (Yam); 2. Mike Licitra (Hon).

VET EX-PRO: 1. Frank Costanzo (Hon); 2. Leo Saul (Yam).

SR BEG-NOV: 1. Kurt Lukrofka (Hon); 2. Dave MacPherson (Hon); 3. Mark McClain (Kaw).

SR INT-EX: 1. Willie Kennedy (Hon); 2. Edwardo Trippo (Hon); 3. Karl Allen (Hon); 4. John Ferro (Hon); 5. Bob Baron (Hon).

O/T JR VET: 1. Mark Horton (Yam); 2. Martin Firestone (Hon).

O/T NOV: 1. Charles Watanabe (Hon); 2. Jeff Hawthorne; 3. Sam English; 4. Ken Feulner.

O/T AM: 1. Keith Chadwick; 2. Don Meiner (Hon); 3. Bob Breach (Yam); 4. Richard Bealer (Yam); 5. Joe Popp.

O/T EX: 1. Mark Neal (KTM); 2. Bob Dunham (Yam); 3. George Lazenby (Kaw); 4. Robert Fiesler (Kaw); 5. Scott McDonall (Hon).

O/T MSTR A: 1. Mike Webb (Suz); 2. Willie Kennedy (Hon); 3. Edwardo Trippo (Hon); 4. John Ferro (Hon); 5. Greg Williams (Yam).

O/T MSTR B: 1. Wayne Cummins; 2. Mike Chesbro (Hon); 3. Norm Schiel (Hon); 4. Jack Roten (Yam); 5. Gary Willison (Kaw).

Teamrace

TEAMS: 1. Jimmy Eberle/Chris Sprenkel; 2. Jeff Mathews/James Morganridge; 3. Albert Torres/Mike O'Donnell.

IRONMAN: 1. Gary Cheek (KTM); 2. Scott Murphy; 3. Mike Odom.

Zachary takes two at Fort Worth Amateur AX

By Kat Spann

FORT WORTH, TX, JAN. 4

South Texan Bryan Zachary II put it all together in both the 65 and 85cc (7-11) main events at the PJ1 Amateur National Arenacross at Will Rogers Coliseum. Nick Metcalf of Ulysses, Kansas, was the only other rider of the 400 entrants who claimed a win in two classes, taking both the 125cc B and 250cc Open wins. Eleven states were represented at the event, which hosted 48 heat races, 18 semis and 18 main events.

Highlands Kawasaki-backed Zachary charged to the front of the 65cc (7-11) main. FMF/Answer/Superfast Fuels' Matt Moseley started out the race in second, but got passed by GKP/LCS-backed Riley Kurosky in the whoops on lap three. Moseley then got caught in the exit turn of the whoops on the next lap, which allowed Ajax Kawasaki's Kendall Owens to get by. Owens then chased Kurosky down on the next lap to take up second, while Kurosky and Moseley chased the leaders to the checkered flag.

Zachary lined up on the gate again in the 85cc (7-11) class with Aggieland's Jonathan Kerr. Kerr took the holeshot on his Pasadena/LCS-backed KX, but Zachary was at his rear wheel out of the first turn. Moseley and Greg Chapman went down in the first turn but were quick to remount, only to both go down again after the whoop section. In the meantime, Zachary took the lead from Kerr and led from the first lap to the last. Both he and Kerr gained time on the rest of the class with their aerial performance over the Dunlop finish-line jump. Randy Childers raced in third to the finish, separated from the leaders by four lapped riders, while Shane Squires and Craig Fritz rounded out the top five.

Nick Metcalf led the 125cc B Intermediate gate to the finish in front of Texan Nathan Hale and Dusty Emerson of Missouri, as Oklahoma's Johnny Marley and South Texan Kyle Williams rounded out the top five on the talent-laden gate.

Derek Gerdes holeshot the 250cc Open race, with Metcalf at his back door. Metcalf passed Gerdes in the air in the rocker section but, on the next lap, Gerdes slid out in a turn and went down. As Gerdes was remounting, another rider came into the turn and ran into him, clipping his shoulder and sending him into the bales, requiring medical attention. Metcalf went on to take the win, followed by Oklahoma's Will Perry, New Mexico's Brian Edwards, Texan John Shippen, and Erik Janseen of Colorado.

Results

51 (4-6): 1. Jake Sewell (Cob); 2. Derek Barath (Cob); 3. Chaz Holliday (Cob); 4. Jamison Miller (Cob); 5. David Lisenbery (KTM).

51 (7-8): 1. Joseph Marburger (Cob); 2. Wil Hahn (Cob); 3. Branden Willis; 4. Quincy Stewart; 5. Chris Pruit-Turner (KTM).

65 (7-11): 1. Bryan Zachary II (Kaw); 2. Kendal Owens (Kaw); 3. Riley Kurosky (Kaw); 4. Matt Moseley (Kaw); 5. Zach Evans (Kaw).

85 (7-11): 1. Bryan Zachary II (Kaw); 2. Jonathan Kerr (Kaw); 3. Randy Childers (Suz); 4. Shane Squires (Yam); 5. Craig Fritz (Hon).

85 (12-13): 1. Ernie Phillips (Suz); 2. Michael Chiudioni (Yam); 3. Chance Staggs (Kaw); 4. Rusty Huddle; 5. L.G. Tretter (Kaw).

85 (14-15): 1. Dusty Fountain (Suz); 2. Colt Humphrey (Hon); 3. Jeremy Durrett (Kaw); 4. Josh Lunistar (Kaw); 5. Steven Guinn (Kaw).

85 OPEN: 1. Colt Humphrey (Hon).

125 SCHBY: 1. Johnny Marley (Yam); 2. Nathan Hale (Kaw); 3. Ty Conner (Kaw); 4. Bradley Barham (Yam); 5. Michael Pray (Kaw).

125 D BEG: 1. Chad Davis (Kaw); 2. Derick Sumerlin (Suz); 3. Jim Powell (Hon); 4. Brian Collier (Suz); 5. Brian Barnes (Yam).

125 C NOV: 1. Ty Conner (Kaw); 2. Levi Humphrey (Hon); 3. Ryan Dirks (Yam); 4. David Cain (Kaw); 5. Chris Marek (Hon).

125 B INT: 1. Nick Metcalf (Suz); 2. Nathan Hale (Kaw); 3. Dusty Emerson (Yam); 4. Johnny Marley (Yam); 5. Kyle Williams (Kaw).

125 OPEN: 1. Travis Elliott (Kaw); 2. Nick Metcalf (Suz); 3. Dusty Emerson (Yam); 4. Nathan Hale (Kaw); 5. Brian Edwards (Kaw).

250 D BEG: 1. Glenn Myers (Kaw); 2. Glenn Benza (Suz); 3. Torrey Mattson (Kaw); 4. Rich Taylor (Kaw); 5. Michael Johnston (Hon).

250 C NOV: 1. Cody Green (Yam); 2. Richard Songer (Kaw); 3. Danny Jones (Kaw); 4. Jake Kinney (Hon); 5. Jordy Henstar (Suz).

250 B INT: 1. Dusty Emerson (Yam); 2. Kyle Williams (Kaw); 3. Derek Gerdes (Kaw); 4. Waylon Litchfield (Hon); 5. Matt Lineman (Kaw).

250 OPEN: 1. Nick Metcalf (Suz); 2. Will Perry (Yam); 3. Brian Edwards (Kaw); 4. John Shippen (Kaw); 5. Erik Janseen (Suz).

25+: 1. Travis Hodges (Kaw); 2. Todd Ramsey (Yam); 3. Todd Kyser (Kaw); 4. Stephen Vines (Suz); 5. Todd Watson (Hon).

30+: 1. Todd Ramsey (Yam); 2. Steve Mombs (Yam); 3. Todd Heemsbergen (Kaw); 4. Greg Corbin (Kaw); 5. Vernon Patterson (Suz).

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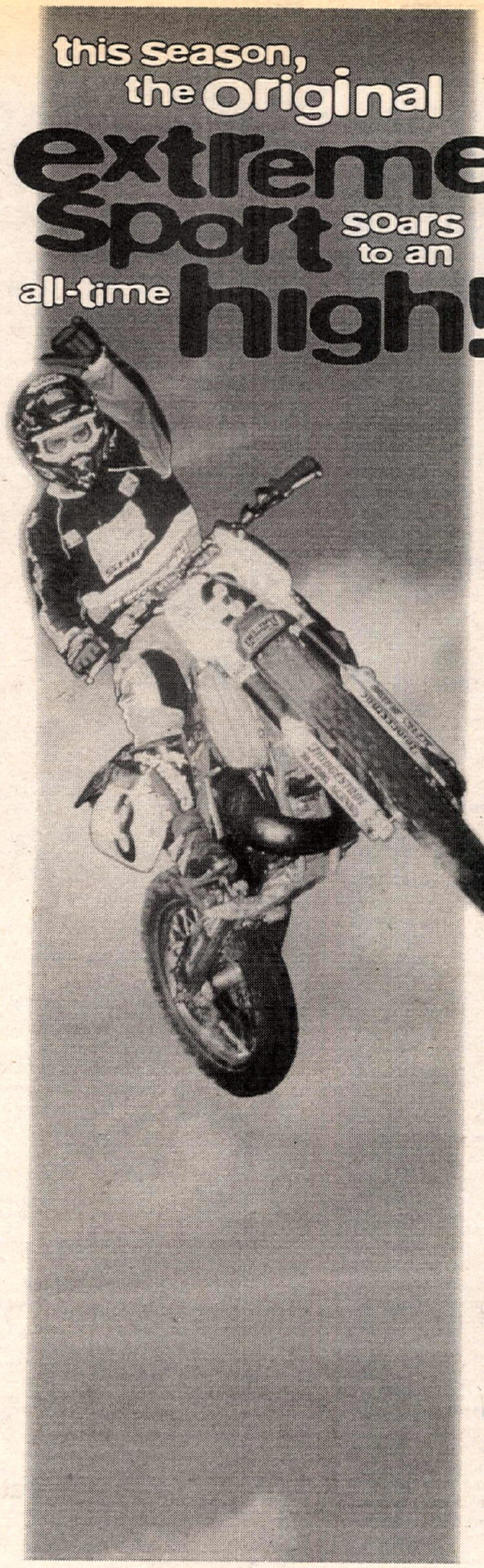

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(Above) The 1997 Barn Burner Short Track Series champions pose for the camera at the final round, held at the San Jose Fairgrounds in California.
(Right) Joe Casey won three classes at the Vintage Motocross held at the Woodland Motocross Park in Washington.

Spencer is king of Barn Burner Short Track

By Mykeal Clark

SAN JOSE, CA, JAN. 10
Rod Spencer won the last main event of the 1997 Barn Burner Series to win the championship points battle and earn the $1000 prize for his efforts aboard the Rod Lake/Bud Martin Honda at the San Jose Fairgrounds. Spencer won three mains and was second twice, outscoring second-placed finisher Mike Kunsman on the Kunsman Brothers Honda; third in points was popular veteran Paul Iwanaga.

As the season ends, some spectacular performances should be noted, beginning with Sean Jones, who rode his KTM to a perfect six wins out of six mains in the Pee Wee Junior class - the only racer to do so! Other hot dogs, with four wins, were Angela Poth on her Cobra, Honda of Milpitas-backed Sam Clark on a CR60, Chris Canepa in the Under 16 Junior class, Louis Canepa in the Vet Junior class, Mike Kunsman in the Vet Expert class, and Jeff Shultz riding the Chris Haywood/GP Sports Honda in the Over 16 Novice Modified division. Over 16 Stock racer Ryan Devonshire on the Ernie's Western Auto-backed bike and Over 40-class rider Rod Lake picked up three wins each.

We all know that it takes a lot of help to put on a race series, and with 80 to 100 riders at each event, many people gave their all to put on the best indoor short track series in this area. As this series ends, thanks need to be given to Diane Nye at the front gate, Bob Bacosa for announcing and singing the National Anthem, Dave DeCamp for handling practice and lineup, Pat Rose and Chuck Miller for excellent track preparation, Jerry Kennedy and Pat Rose for being starters, and Carol Swanson, Shawna DeCamp, Kathy Lynch, Alice Gennai, Charlene Kunsman and Marilyn Henry for handling sign-up and storage. A very special thanks goes to Karen Spencer, the head scorekeeper, who worked nonstop every night.

Results

High Point Class Champions
P/W C 1: 1. Allyessa Jensen (Yam).
P/W 2: 1. Eric Poth (Lem).
P/W PP: 1. Angela Poth (Cob).
P/W JR: 1. Sean Jones (KTM).
60-80 JR: 1. Matthew DeCamp (Hon).
60-80 EX: 1. Sam Clark (Hon).
F-100 (0-16) NOV: 1. Jared McWhirter (Hon).
F-100 (0-16) JR: 1. Chris Canepa (Hon).
F-100 (16+) NOV STK: 1. Ryan Devonshire (Hon).
F-100 (16+) NOV MOD: 1. Jeff Shultz (Hon).
F-100 (16+) JR: 1. Kenny Wedingfeld (Hon).
F-100 SR: 1. Rod Lake (Hon).
F-100 VET JR: 1. Louis Canepa (Hon).
F-100 VET EX: 1. Mike Kunsman (Hon).
F-100 PRO: 1. Rod Spencer (Hon).

Casey's on top at Woodland Vintage MX

By Clay Light

WOODLAND, WA, JAN. 10
Honda-mounted Joe Casey, who for the past three races (even though he had won two classes at each) had taken a back seat to triple class winners Grayson Hart and Larry Legarra, collected his first triple win tally of the season at the fourth round of the Vintage Dirt-backed Vintage Motocross at the Woodland MX Park. Casey took top honors home to Portland, Oregon, after wins in the 250cc and Over 30 Vintage classes and the highly competitive Almost Vintage Open Expert class.

Casey's chances of such a feat looked dismal after Maico rider Gary Rogers held off all of Casey's advances to win moto one of the Almost Vintage Open Expert class.

In moto two, though, Rogers was a no-show. This allowed Casey and Legarra, who had placed third in moto one, to battle for the top position, a spot which would go Casey's way as Legarra, who was hurting from a horrendous crash while leading the first Over 40 moto, dropped off the pace to finish second, ahead of Yamaha rider Monty Price. Maico rider Jay Lael won both of the Intermediate motos to beat Honda jockey Brian Swisher.

One of the day's largest classes was the 250cc Amateur class, which was 14 riders strong. CZ rider Adam Saario and Bultaco rider Sean Light led the opening lap, but Saario took a nasty spill and gave Light a brief lead until Honda rider Jim McFarland took it away. The two riders spent the remainder of the moto in close formation, with McFarland barely edging the dirt track/TT specialist for a win. Third went to Kawasaki rider Mike Stone.

The second time out, Yamaha rider Kelly Smith took the lead, while a battle for the overall win was waged between McFarland and Light. Light controlled the second position until McFarland bumped both Light and Saario out of the top three - literally. Light's day was done, as he had a broken rear brake rod, while McFarland trailed Smith to the finish, which was good for an overall win, ahead of Smith's 4-1 and Stone's 3-5.

Jeff Hohnstein, who rode a 1979 Kawasaki KX250, used two consistent moto finishes to win the 13-rider 250cc Almost Vintage Amateur class.

Results

XR 75: 1. Alix Saario; 2. John Trudeau.
PRE-'70 AM: 1. Tim Courson (Bul).
PRE-'70 INT: 1. Ken Burningham (BSA); 2. Neil Giertsen (Hus); 3. Steve Sprague (Bul); 4. Dean Newton (BSA); 5. Tommy McFarland (BSA).
PRE-'70 EX: 1. Gene Boere (Tri).
125 AM: 1. Matt Russell (Hon); 2. Wayne Estes (Yam); 3. Ava Casey (Hon); 4. Jeff Gleason (Hon); 5. Glenn Finneran (C-A).
125 INT: 1. Dane Batty (Kaw); 2. Jeff Anderson (C-A); 3. John Marcotte (Hon).
125 AV AM: 1. Kenny Randall (Yam); 2. Chris Johnson (Hon); 3. Luke Anderson (Hon); 4. Kyle Ingham (Yam); 5. Cory Randall (Suz).
250 AM: 1. Jim McFarland (Hon); 2. Kelly Smith (Yam); 3. Mike Stone (Kaw); 4. Luann Swisher (Hon); 5. Dale Franklin (Yam).
250 AV AM: 1. Jeff Hohnstein (Kaw); 2. Jeremy Anderson (Yam); 3. Walter Welter (Bul); 4. Ed Russell (C-A); 5. Kenny Harlan (Hon).
250 AV INT: 1. Bill Brown (Yam); 2. Chris James (Yam); 3. Jon Stuart (Hon).
U/L: 1. Ed Peters (Mai).
30+ AM: 1. Robert Schulz (Hus); 2. Dan Weislogel (Hus); 3. Mark Stover (Yam); 4. Glenn Stover (Yam); 5. David Chappel (Ric).
30+ INT: 1. John Adams (Yam); 2. Chris James (Yam); 3. Bill Brown (Suz).
30+ EX: 1. Joe Casey (Hon); 2. Ron Fish (Yam); 3. Craig Farnsworth (Hon).
40+ AM: 1. Mark Detwiler (CZ); 2. Dan Barker (CZ).
40+ INT: 1. Dana Salsman (Yam); 2. Kenny Brynn (CZ); 3. Steve Sprague (Bul).
40+ EX: 1. Larry Legarra (Bul); 2. Bob Rush (CZ).
50+ AM: 1. Tom Gloden (CZ); 2. Bud Abbott (Yam); 3. Bill Schweitzer.
50+ INT: 1. Ken Burningham (BSA); 2. Rob Iverson (Yam); 3. Maynard Richardson (Hon).
50+ EX: 1. Jim Watts (Yam).
60+ AM: 1. Larry Linde (Yam); 2. Glenn Finneran (C-A); 3. Dan McCarthy.
WMN AM: 1. Ava Casey (Hon); 2. Sommer Wolcott (Yam); 3. Valerie Ulver (Yam).
WMN INT: 1. Luann Swisher (Hon).
WMN AV: 1. Lana Ingham (Yam); 2. Lorraine Craft (Hon).
OPEN INT: 1. Kenny Brynn (CZ); 2. Neil Giertsen (CZ); 3. Rob Iverson (Yam).
OPEN EX: 1. Ron Fish (Yam).
OPEN AV AM: 1. Chad Wallace (Hon); 2. Karey Krahel (Mai); 3. Alex Schoen (Hus); 4. Wayne Ingham (Yam); 5. Ken Randall.
OPEN AV INT: 1. Jay Lael (Mai); 2. Brian Swisher (Hon); 3. Chris James (Yam); 4. J.R. Neuman (Suz); 5. Jon Stuart (Yam).
OPEN AV EX: 1. Joe Casey (Hon); 2. Larry Legarra (Suz); 3. Monty Price (Yam); 4. John Ulver (Yam); 5. Gary Rogers (Mai).
OPEN 4-STRK AM: 1. Kenny McCann (Yam).
OPEN 4-STRK EX: 1. Monty Price (Yam).
OPEN TW EX: 1. Gene Boere (Tri).

O'Conner aces Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, DEC. 21
Jason O'Connor stopped the competition in its tracks by winning the 125cc Beginner class with a 1-2 tally at a Las Vegas Motorcycle Club event held at the Las Vegas Motor Speedway.

O'Connor led a sea of red through the first turn, with the Hondas of Alex Slocum and Tim Parson right on his heels. Gordon McKenna and Jason Brown were both on the charge as places shuffled during the first lap. O'Connor maintained his lead, but McKenna had moved up and was wailing in his wake. Brown moved into third and was keeping an eye on the lead duo. O'Connor kept the heat on and was able to hold off McKenna for the win. Brown, Slocum and Cody Gower filled out the next three spots.

Brown blasted into the lead to start race two, just ahead of Mark Stowe and McKenna, while O'Connor was frantically clawing his way through the field. By the end of the first lap, McKenna had wrested the lead away from Brown, and O'Connor had climbed all the way to third. McKenna bobbled, recovering in fourth, as Brown set sail for the finish line. Brown was lighting it up but O'Connor knew he was safe in second for the overall victory. Seth Randall surged up to give O'Connor some anxious moments but, at the finish, it was Brown with the win and O'Connor in second. Brown captured second overall for his efforts, with St. George, Utah's McKenna third.

In the Pee Wee (7-8) class, Darin Anderson nabbed the holeshot, leading Harrison, Tony Caputo and Ronnie Goodwin through the first few corners. Anderson held off Harrison for most of the first lap until Harrison was able to fight his way past for the lead. From there, Harrison stayed on the gas and raced to the win, ahead of Anderson. Caputo and Goodwin finished third and fourth, respectively, but first and second in their 4- to 6-year-old age group.

Moto two featured an instant-replay start, with Anderson once again leading Harrison, Caputo and Goodwin around the first turn. Once again, Harrison muscled his way past Anderson for the lead, while Caputo was hanging tough in third. Harrison went on to his second straight win to capture the overall Pee Wee (7-8) crown. Anderson was second overall, with Kyle Lewis third. Caputo's solid performances earned him the overall victory in the 4- to 6-year-old division, with Andrew Iovino in second.

Results

P/W (4-6) A: 1. Tony Caputo (KTM); 2. Andrew Iovino (KTM); 3. Nick Renzi (Lem); 4. Ronnie Goodwin (Act); 5. Cory Sibley (Lem).
P/W (4-6) B: 1. Kegan Tuttle (KTM); 2. Robert Campbell (KTM); 3. Cody Giordano (KTM); 4. Chris Proscelle (Lem); 5. Adam Essex (Lem).
P/W (7-8) A: 1. Matt Harrison (KTM); 2. Darin Anderson (KTM); 3. Kyle Lewis (Act).
P/W (7-8) B: 1. Kurtis Murphy (KTM); 2. Cody Cannon (KTM); 3. Bryce Tenbrink (KTM).
60 BEG (6-8): 1. Tony Caputo (Kaw); 2. Sheldon Proscelle (Kaw); 3. Ronnie Goodwin (Kaw); 4. Matt Harrison (Kaw).
60 BEG (9-11): 1. Patrick Provencher (Kaw); 2. John Morrow (Kaw); 3. Ronnie Alvarado (Kaw); 4. Justin Hunt (Kaw); 5. Normajean Jean (Kaw).
60 JR CYCLE (6-8): 1. Mark Proscelle (Kaw); 2. Sean Thompson (Kaw); 3. Brian Derschan (Kaw); 4. Jared Partridge (Kaw).
60 JR CYCLE (9-11): 1. Taylor Gilmore (Kaw); 2. Ryan Brown (Kaw); 3. Wesley Harris (Kaw); 4. Shano Patao (Kaw); 5. Anthony Hart (Kaw).
80 BEG (6-11): 1. Nick Bulloch (Kaw); 2. Jeff Page (Kaw); 3. Matt Reincke (Hon); 4. Normajean Jean (Yam).
80 BEG (12-16): 1. Jimi Harris (Hon); 2. Michael Downey (Hon); 3. Garet Saye (Yam); 4. Zack Grobstein (Hon); 5. Douglas Williams (Hon).
80 NOV (6-11): 1. Kyle Partridge (Suz); 2. Robby Woods (Hon); 3. Taylor Gilmore (Suz); 4. Michael Parker (Hon); 5. Ryan Brown (Suz).
80 NOV (12-13): 1. Derek Costella (Kaw); 2. Tony Westbay (Kaw); 3. Jason Lopez (Kaw).
S/MINI: 1. Joshua Thurgood (Hon); 2. Joey Page (Kaw); 3. Kenny Brumley (Kaw); 4. Jesse Brattain (Hon); 5. Brooke Vaughn (Kaw).
125 BEG: 1. Jason O'Connor (Hon); 2. Jason Brown (Yam); 3. Gordon McKenna (Kaw); 4. Cody Gower (Suz); 5. Alex Slocum (Hon).
125 NOV: 1. Mark Hermann (Kaw); 2. Tommy Jean (Yam); 3. Rick Essex (Yam); 4. Luke Draper (Kaw); 5. Joshua Bulloch (Yam).
125 INT: 1. Jeremy Larson (Yam); 2. Jason Burton (Suz).
125 PRO: 1. Monte Montague (Suz); 2. Bryan Burgess (Hon).
250 NOV: 1. Reed Keller (Kaw); 2. Marty Martin (Yam); 3. Dana Hensen (Hon); 4. Shawn Lampman (Yam); 5. Max Barnum (Kaw).
250 INT: 1. Westley Vaughn (Kaw).
250 PRO: 1. Jason Partridge (Suz); 2. Frankie Villegas (Hon).
MSTR 25+ BEG: 1. Robert Werschey (Yam); 2. Mike Trichert (Suz); 3. Doug Williams (Kaw); 4. Cory Ayers (Hon); 5. Thomas Day (Hon).
MSTR 25+ INT: 1. John Edwards (Suz); 2. Jim Owens (Kaw); 3. Glenn Weidman (Suz); 4. Kipp Fletcher (Kaw); 5. Kelly Sorenson.
MSTR 30+ EX: 1. Kevin Parsons (Kaw).

Kunte clobbers them at SDR Raceway

By Kim McHenry

BELDON HILL, NEW YORK, JAN. 11
Kris Kunte rode a great race to come back and win the Novice class at round five of the Mud and Snow Scrambles at the Square Deal Riders Raceway. It was a beautiful January day, with

sunny temperatures up to 36 degrees; all of the snow was gone and a new course had been laid out.

It was Gary Homanick getting away clean with the holeshot in the Novice class, followed by Greg Slezak, Bill McCarthy and Jim Kalman - but Honda-mounted Kunte was providing most of the excitement. At the end of the first lap, Kunte went through the scoring shed in ninth place. But he was a man on a mission, passing four riders on the second lap, which moved him up to fifth place. Then, on the third lap, he maneuvered himself around Dan Ellis and Kalman, moving him into third place. Kunte then set his sights on McCarthy, cutting him off in a deep rut. Kunte then went right after race leader Homanick, who had found it smooth sailing out front all this time. By the end of the fifth lap, Kunte took over the lead and just pulled away for a superb win.

The Senior B class provided some very competitive action. Bill Mosher pulled the holeshot, with Eric Heinecke, Joe Arcesi and Dave Kanney in tow. Kanney was the man who made the first move for the lead, but that was short-lived as Arcesi found a burst of energy and shot by up the long straightaway into the woods. Arcesi and Kanney traded positions back and forth until Kanney fell, and an ever-consistent Arcesi won, with a steady Heinecke finishing second.

Results

0-100: 1. Dan Hadaway (Hon); 2. Matthew Quick (Hon); 3. Danny Haabst (Kaw); 4. Joseph Gray (Hon); 5. Nick Ayers (Kaw).

101-200: 1. Jamey Morris (Kaw); 2. Cam Rafferty (Kaw); 3. Mike Williams (Kaw); 4. Sean Neal (Yam).

201-250: 1. Ken Chamberlain (Hon); 2. Caleb Kanney (Kaw); 3. Arthur Forrest (Hon); 4 Michael Peters (Suz); 5. Joseph Arcesi (Hon).

NOV: 1. Chris Kunte (Hon); 2. Gary Homanick (Suz); 3. James Kalman (Mai); 4. William McCarthy (Suz); 5. Daniel Ellis (Hon).

EX: 1. Scott Rich (Kaw); 2. Todd Salton (Yam); 3. Michael Williams (Hon); 4. Kevin Brown (Suz); 5. Craig Estelle (Gen).

VET A: 1. Glen Davis (Suz); 2. James Spencer (Kaw); 3. Stephen Mosher (Hon); 4. Matt Murphy (Kaw); 5. Kelvin Herrala (Hon).

VET B: 1. David Bennedum (Suz); 2. James McCarthy (Kaw); 3. Richard Holbert (Suz); 4. Gary Haskell (Suz); 5. Larry Luther (Suz).

SR B: 1. Joseph Arcesi (Hon); 2. Eric Heinecke (Hon); 3. David Kanney (KTM); 4. Bill Mosher (Kaw); 5. David Kunte (Hon).

VINT: 1. Kevin Quick (Mai); 2. Dan Hadaway (Hon); 3. Kelvin Herrala (Hon).

Mercer magnificent at Marion Motocross

By Rupert X. Pellett

MARION, OH, JAN. 10

Swanton, Ohio's Michael Mercer was absolutely marvelous at Marion MX, as the youngster kept his winning ways consistent as he won the (16-24) and 250cc B classes. Mercer has been merciless to the competition indoors, winning virtually every qualifier and every class he enters.

If it weren't for a few mistakes, Mercer would have won the 125cc B class. Instead, Jason Wade was the victor on his new '98 Kawasaki KX125 after fighting off the advances of a very strong Honda-mounted Ryan Lutz. Michigan's Ian Hammond finished third in the 125cc B class, although the Suzuki speedster thrashed the Schoolboy class after battling Wade and the Hondas of Scott and then Shaun Kuchler.

Rome, Ohio's Chuck Nicholson was the man to beat in the older guys' classes, as he whipped his way to the overall victories in Over 25 and 30 racing. Fast Cycles' Pro stars Paul Karle and Chuck Reed flew their Suzukis to the 125 and 250cc Pro-class titles, respectively, with Karle fighting off teammate Reed in the125s, and "Farmboy" Reed taking the win from second-placed Mike Morgan in the 250s. CN

Results

125 B: 1. Jason Wade (Kaw); 2. Ryan Lutz (Hon); 3. Ian Hammond (Suz); 4. Justin Terrell (Kaw); 5. Michael Mercer (Suz).

125 PRO: 1. Paul Karle (Suz); 2. Chuck Reed (Suz); 3. Thomas Barron (Hon); 4. Gary Schroyer (Yam); 5. Mike Hogan (Yam).

250 B: 1. Michael Mercer (Suz); 2. Jason Copley (Hon); 3. Jay Persinger (Yam); 4. Dan Vanthonne (Hon); 5. Dan Jones (Kaw).

250 PRO: 1. Chuck Reed (Suz); 2. Mike Morgan (Kaw); 3. Thomas Barron (Hon); 4. Brad Dixon (Kaw); 5. Willis Grooms (Yam).

WMN: 1. Darlen Schmitzer (Suz); 2. Amanda Mastin (Suz); 3. Jacqueline Shands (Yam); 4. Christian Schmitzer (Kaw).

50 (4-8): 1. Jacob Kenyon (Yam); 2. Jeff Justice (Yam); 3. Robb Lapeen II (Yam); 4. Jordan Strickland (Yam); 5. Colby McCutcheon (Yam).

SCHBY: 1. Ian Hammond (Suz); 2. Scott Kuchler (Hon); 3. Jason Wade (Kaw); 4. Shaun Kuchler (Hon); 5. Brandon Perry (Suz).

16-24: 1. Michael Mercer (Suz); 2. Justin Terrell (Kaw); 3. Ryan Lutz (Hon); 4. Brad Dixon (Kaw); 5. Jay Persinger (Yam).

25+: 1. Chuck Nicholson (Suz); 2. Mike Hogan (Hon); 3. Matt Kelley (Suz); 4. Gerry Bennett (Suz); 5. David Stover (Hon).

30+: 1. Chuck Nicholson (Suz); 2. Dan Vanthonne (Hon); 3. Ken Thomas (Hon); 4. Steven Anneshansley (Hon); 5. Gerry Bennett (Suz).

40+: 1. Gerry Bennett (Suz); 2. Jim Dickerson (Yam); 3. Rick Simpkins (Suz).

OPEN B: 1. Jason Copley (Hon); 2. Shaun Swisher (Hon); 3. Dwight Voltz (Kaw); 4. Jim Witteman (Hon); 5. Chip Prin (Hon).

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IN THE TAPES

BY SCOTT ROUSSEAU

The telephone sounded the same as any other time that I'd received an incoming call, not at all hinting that I would, on Friday, January 23, receive the worst possible news: Ricky Graham was gone.

It was, perhaps, a call that I could have expected to receive some two years earlier, when he was going through one of those cyclical and infamous low points in his life. But not now. Not when it all seemed to be coming together again...

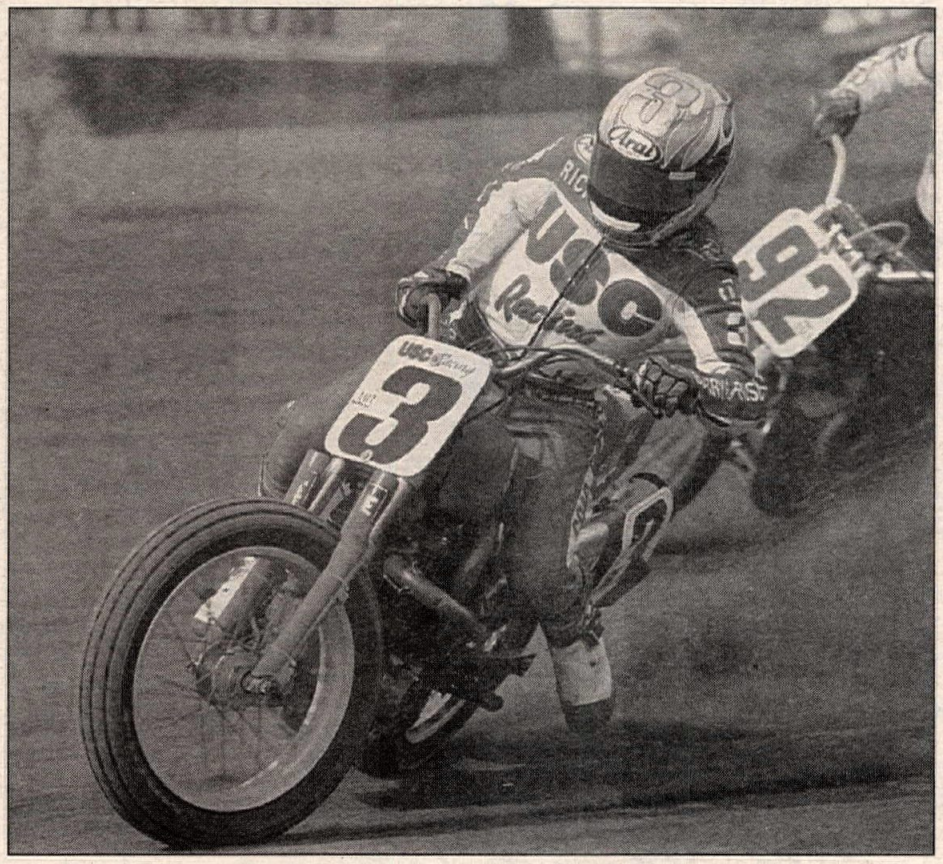
As I learned of his death, it was with extremely mixed emotions, thoughts and memories. I couldn't escape the sense of finality that came with the news, even though I hoped that somehow there was some mistake. But I was disheartened to learn that it was indeed true, and as I fought back both sadness and anger, memories came flooding back.

I remembered the first time that I ever saw Ricky Graham race a motorcycle, remembered the first story I'd ever read about him, the first time I ever met him. I remembered a lot of things, because as dirt track motorcycle racers go, he was one of my heroes. Whenever he climbed on a bike, he seemed *superhuman*. But I also remember the first time that I ever read about him being arrested for drunk driving, the first time that he ever spoke freely about his alcoholism, the numerous times that he fell down, got back up again, and fell down again. As people go, Ricky Graham was *only* human.

I know that a lot of folks had mixed perceptions of Ricky that were similar to my own. It was so difficult to love him and at the same time feel such disgust for him because of the personal demons that afflicted him, but we did. We all followed along. We took the ride on the Ricky Graham roller coaster, always knowing what we were getting into. But we took the ride just the same, because we all knew that he had so much talent, and we loved him for it, but we also knew that he wasn't showing all of it to us.

There were times when he showed us glimpses of that hero that we all knew he could be. I don't think that any Grand National competitor will ever have another year like Ricky did in 1993. It was a storybook year, perhaps the greatest comeback that any motorcycle racer had ever completed. Twelve wins, six of them right in a row, and a third championship some 11 years after the first, nine after the second.

And then he was human again. Disillusioned when the Honda factory refused to pick him back up, Graham let the demons take over, and he struggled with his own existence. He made a cameo appearance at the Hagerstown Half Mile in 1994 and once again played the hero, scoring a decisive win. It would be the last time he ever stood atop the victory podium. A protest by Kevin Atherton after alleged contact at Sedalia, Missouri, damaged Graham's spirits once again, and he disappeared. An ill-fated return attempt at the fall running of the Pomona Half Mile left him with a broken ankle. The depression grew.



Ricky Graham, 1958-1998

Ricky tried to cope, but he was fighting a losing battle. Fortunately, he knew it, and he checked into a rehabilitation center in search of help with his drinking problem. It definitely helped, and he left after 30 days with a renewed hope for life and an ambition to return to racing.

Then came that frightening head injury in February of 1995, suffered while trail riding without a helmet. The damage was severe, and when doctors told him that he would never truly recover enough to race motorcycles again, we all thought it was over. And that's when Ricky once again showed us the meaning of heroism, as he worked hard and battled back into shape. He stayed clean, got strong, and was back in the pits with his longtime friend Johnny Goad at the Daytona Short Track. He crashed early in the night - later finding out that he'd broken his wrist - but he toughed it out and came back to run sixth in the main event anyway. It was a huge step. Then came another, as he made it to Pomona one month later to finish third.

But Lady Luck was not done being cruel to Ricky Graham, and she underscored it when Ricky was the one who came out with the severely broken shoulder after a run-in with Will Davis at Oklahoma City that really should have killed the North Carolinian but, thankfully, did not even hurt him any worse than he already was. Ricky was down and out again. He spent time on the road, stayed with friends, and got into more trouble.

But he went home and turned it all around again, and this time, despite skepticism, his extensive stay in rehab once again seemed to make a difference.

He came back again in '97, and his riding was ragged. He was criticized, antagonized and threatened with suspension by the AMA. But instead of running, Ricky stayed with it, worked hard, and slowly but surely began to build confidence and speed. Soon, he was finishing on or near the podium every week. And people noticed a difference, too. Instead of making excuses as to why he didn't win, Ricky simply chose to be happy and accept his consistent finishes. It was like he knew that he was near the combination that saw him to the top in 1993, and he was just happy to be there. In the end, he was fifth in the 1997 series point standings, but more importantly, he really appeared to be at peace with himself.

I spoke to Ricky on the telephone maybe two weeks before the accident that took his life, and I can honestly tell you that he was looking forward to the 1998 series aboard his new Harley-Davidsons. He really thought he had a shot at the title. I believe the term that he used was "starting even."

Two memories stand out in my mind when it comes to Ricky Graham, and I'd like to share them with you. The first was not from 1993, but from 1996, at Pomona, after that long layoff. As I watched him cut his practice laps, I marveled at his effortless style, and I was left in awe by his incredible corner speed. I had never - and have not since - witnessed such a display by anyone, and it looked like he had never been away. I remember realizing that, right then and there, I'd had the good fortune of witnessing a true *natural* - and how rare that is in this world. The second memory is of him at the 1997 East Moline Half Mile in Illinois. It was a deep, rough, gritty cushion, and he and his ol' pal Scotty Parker left the field far behind and flat worked that cushion all the way home. Ricky was happy. It was just like the old days. I choose to remember him that way - happy.

If there is a lesson in his often tragic life, and the senseless catastrophe that ultimately took him away, then it is this: Life is precious, and it is short. And we need to try to make it count.

I will never forget Ricky Graham, who tried to make it count. While he may have struggled to do so in life, whenever he swung his leg over a motorcycle, his problems were far away. And he did make it count.

God, how I pray that he is somewhere, riding, right now. CN

LOOKING BACK...

30 YEARS AGO...
FEBRUARY 9, 1968

Larry Bergquist made the cover of our "Special National Drag Issue" as he sailed his Bultaco to victory in the Open class at the Adelanto Hare Scrambles in Adelanto, California... Of course, there was plenty of drag-racing event coverage, too, as we devoted two pages to the AHRA Winter Nationals in Scottsdale, Arizona. The Disharoon and Conlon (H-D) fueler recorded an 11.18-second, 128-mph pass to win the Top Bike class... *Cycle News* editor Carol Sims explained the points scoring system for the AMA Grand National Championship Series... Speaking of which, reigning AMA Grand National Champion **Gary Nixon** (Tri) made the news by lapping all but second-place finisher **Bob Irwin** (Bul) en route to victory at the Cincinnati indoor short track... A **Honda CR93** 125cc road racer with a load of engine spares was for sale in the *Want Ads* for $650.

20 YEARS AGO...
FEBRUARY 8, 1978

This was our Camel Pro preview issue for 1978. Inside, Gary VanVoorhis discussed the possible scenarios that could arise as **Jay Springsteen** went after his third consecutive AMA Grand National Series title... **Marty Tripes** (Hon), **Rex Staten** (Yam) and **Broc Glover** won the 250, 500 and 125cc classes, respectively, at round four of the CMC/Suzuki Golden State Series in Carlsbad, California... **Bob Hannah** discussed starting-line technique in the second installment of the "How to ride like the Hurricane" series... We apparently liked our findings in our road test of the Suzuki GS1000, calling the bike a "harmonious achievement"... *Cycle News* interviewed fast MX privateer **Mickey Boone**... Our *New Products* section featured a rather trick-looking **fuel-injection system**, made by a British company called Piper FM Limited, for Honda and Kawasaki in-line fours.

10 YEARS AGO...
FEBRUARY 3, 1988

Reigning AMA Grand National Champion **Bubba Shobert** (Hon) was unstoppable in the first two rounds of the AMA's new 600cc National Championship Series. Shobert stormed to back-to-back wins in the series-opening doubleheader at the Cow Palace in San Francisco... **Jay Mann** (Kaw), **Bob Hannah** (Suz) and **JoJo Keller** (Hon) were the fastest riders in the 125cc, 250cc and Open classes, respectively, at round four of the Florida Winter AMA Series in Cocoa, Florida... Rick Johnson (Hon) took the measure of the 250cc Pros at round four of the CMC Golden State Nationals in Carlsbad, California... **Dan Ingram** (Hon) barely beat **Ed Morris** (Hon) to lay claim to the fourth round of the AMA Invitational Indoor Ice Race Series in Kalamazoo, Michigan... **Dan Smith** (Hus) got off to a good start in the Best in the Desert Series with an opening-round win in Las Vegas.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX 714 436-9574**

World Championship Road Race Series
3/29 Shah Alam, Malaysia, Rnd 1
4/5 Suzuka, Japan, Rnd 2
4/19 Sentul, Indonesia, Rnd 3
5/3 Jerez, Spain, Rnd 4
5/17 Mugello, Italy, Rnd 5
5/31 Le Castellet, France, Rnd 6
6/14 Estoril, Portugal, Rnd 7
6/27 Assen, Holland, Rnd 8
7/5 Donington Park, England, Rnd 9
7/19 TBA, Germany, Rnd 10
8/23 Brno, Czech Republic, Rnd 11
9/6 Imola, Italy, Rnd 12
9/20 Barcelona, Spain, Rnd 13
10/4 Phillip Island, Australia, Rnd 14
10/18 Jacarepagua, Brazil, Rnd 15
10/25 Buenos Aires, Argentina, Rnd 16

World Superbike C'ship Series
3/15 Sentul, Indonesia, Rnd 1
3/22 Phillip Island, Australia, Rnd 2
4/13 Donington Park, England, Rnd 3
5/10 Monza, Italy, Rnd 4
5/24 Albacete, Spain, Rnd 5
6/7 TBA, Germany, Rnd 6
6/21 TBA, San Marino, Rnd 7
7/5 TBA, Rnd 8
7/12 Monterey, California, Rnd 9
8/2 Brands Hatch, England, Rnd 10
8/30 A-1 Ring, Austria, Rnd 11
9/6 Assen, Holland, Rnd 12
9/20 TBA, Rnd 13
10/4 Sugo, Japan, Rnd 14
10/11 Shah Alam, Malaysia, Rnd 15

World Endurance C'ship
4/19 Le Mans, France, Rnd 1
6/28 TBA, England, Rnd 2
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
3/28-29 Silleda, Spain, Rnds 1, 2
4/18-19 Hawkstone Park, England, Rnds 3, 4
4/25-26 San Marino, Rnds 5, 6
5/23-24 Nepomuk, Czech Republic, Rnds 7, 8
5/30-31 Kiefersfelden, Germany, Rnds 9, 10
6/20-21 Chaumont, Belgium, Rnds 11, 12
6/27-28 Virieu-le-Grand, France, Rnds 13, 14
7/4-5 Sant Julia, Andorra, Rnds 15, 16
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc Motocross C'ship
3/22 Jogyakarta, Indonesia, Rnd 1
4/5 Saquarema, Brazil, Rnd 2
4/19 Bellpuig, Spain, Rnd 3
5/17 Orehova Vas, Slovakia, Rnd 4
5/24 Donington Park, England, Rnd 5
6/7 Nismes, Belgium, Rnd 6
6/14 San Marino, Rnd 7
6/28 Montevarchi, Italy, Rnd 8
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

World 250cc Motocross C'ship
3/29 Talavera, Spain, Rnd 1
4/5 Agueda, Portugal, Rnd 2
4/19 Valkenswaard, Holland, Rnd 3
4/26 Villars-Ecot, France, Rnd 4
5/10 Leuven, Europe, Rnd 5
5/24 Donington Park, England, Rnd 6
6/7 Asti, Italy, Rnd 7
6/14 Jinin, Czech Republic, Rnd 8
6/28 Bandung, Indonesia, Rnd 9
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross C'ship
4/5 Mantova, Italy, Rnd 1
4/19 Payerne, Switzerland, Rnd 2
4/26 Schwanenstadt, Austria, Rnd 3
5/10 Vasteras, Sweden, Rnd 4
5/17 Vantaa, Finland, Rnd 5
5/7 Osuna, Spain, Rnd 6
6/21 Loket, Czech Republic, Rnd 7
6/28 Sverepeck, Slovakia, Rnd 8
7/19 Ernee, France, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
5/15 Prague, Czech Republic, Rnd 1
5/5 Pocking, Germany, Rnd 2
6/19 Vojens, Denmark, Rnd 3
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

World Championship ICE Speedway Series
2/13 San Francisco, CA, Rnd 5
2/14 San Francisco, CA, Rnd 6
2/20 San Diego, CA, Rnd 7
Info: 970/262-9067

AMA/MBNA Superbike Series
2/13-15 Phoenix, AZ, Rnd 1
3/4-8 Daytona Beach, FL, Rnd 2
4/17-19 Monterey, CA, Rnd 3
4/24-26 Rosamond, CA, Rnd 4
5/1-3 Sonoma, CA, Rnd 5
5/29-31 Braselton, GA, Rnd 6
6/12-14 Elkhart Lake, WI, Rnd 7
6/19-21 Loudon, NH, Rnd 8
7/17-19 Lexington, OH, Rnd 9
7/31-8/2 Brainerd, MN, Rnd 10
8/7-9 Joliet, IL, Rnd 11
9/4-6 Fountain, CO, Rnd 12
9/18-20 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Supercross Series
1/31 Seattle, WA, Rnd 4
2/7 San Diego, CA, Rnd 5
2/14 Indianapolis, IN, Rnd 6
2/21 Atlanta, GA, Rnd 7
2/28 Tampa, FL, Rnd 8
3/7 Daytona Beach, FL, Rnd 9
3/14 New Orleans, LA, Rnd 10
3/21 Minneapolis, MN, Rnd 11
3/28 St. Louis, MO, Rnd 12
4/4 Pontiac, MI, Rnd 13
4/18 Charlotte, NC, Rnd 14
4/25 Dallas, TX, Rnd 15
5/2 Las Vegas, NV, Rnd 16

AMA National MX Series
5/10 San Bernardino, CA, Rnd 1
5/17 Sacramento, CA, Rnd 2
5/24 Mount Morris, PA, Rnd 3
6/14 Southwick, MA, Rnd 4
6/21 Budds Creek, MD, Rnd 5
7/5 Buchanan, MI, Rnd 6
7/19 New Berlin, NY, Rnd 7
7/26 Troy, OH, Rnd 8
8/2 Washougal, WA, Rnd 9
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA/PJ1 National Arenacross Series
1/30-2/1 Niagara Falls, NY, Rnd 8
2/6-8 Winston-Salem, NC, Rnd 9
2/13-15 Milwaukee, WI, Rnd 10
2/20-22 Denver, CO, Rnd 11
2/27-3/1 Sacramento, CA, Rnd 12
3/13-15 San Francisco, CA, Rnd 13
3/20-22 Salt Lake City, UT, Rnd 14
Info: 817/246-7400

AMA Western National Four-Stroke MX Series
4/4-5 Redding, CA
4/18-19 Phoenix, AZ
5/30-31 Yakima, WA
6/6-7 Wardcreek, WA
6/27-28 Denver, CO,
7/11-12 Boise, ID
8/15-16 Albany, OR
9/5-6 Whitney, TX
TBA Perris, CA
Info: 530/365-1979

AMA National Hare Scrambles Series
2/1 Hollister, CA, Rnd 1
2/8 Wilseyville, CA, Rnd 2
4/5 Hurricane Mills, TN, Rnd 3
4/19 Good Springs, PA, Rnd 4
7/19 Tillamook, OR, Rnd 5
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA Grand National Cross Country Series
3/2-3 Okeechobee, FL
3/7-8 Macon, GA
3/21-22 Cross Keys, SC
4/4-5 Hurricane Mills, TN
4/25-26 Clarksburg, WV
5/9-10 Elizabeth, WV
5/16-17 Brownsville, PA
6/6-7 Manahawkin, NJ
7/11-12 Boyers, PA
9/12-13 Millfield, OH
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
5/17 Middlebury, IN, Rnd 1
6/7 Jefferson, PA, Rnd 2
6/14 Steel City, PA, Rnd 3
6/21 Avoca, NY, Rnd 4
7/18 Nashville, IN, Rnd 5
7/25 Haydenville, OH, Rnd 6
8/2 Norton Shores, MI, Rnd 7
8/16 Dansville, NY, Rnd 8
9/13 Steel City, PA, Rnd 9
9/20 Middlebury, IN, Rnd 10
9/27 Jefferson, PA, Rnd 11
10/11 Oregonia, OH, Rnd 12
Info: 614/891-2425

AMA Acerbis National Enduro Series
2/15 Coalinga, CA
3/15 Phoenix, AZ
3/29 Belleplain, NJ
5/3 Wellston, OH
5/17 New Waverly, TX
5/24 McArthur, OH
6/7 Bellingham, WA
6/28 Akeley, MN
7/12 West Greenwich, RI
8/9 Divide, CO
8/23 Indian River, MI
Info: 614/891-2425

AMA Texas Championship Hare Scrambles Series
2/1 Cedar Creek, TX
2/15 Rockne, TX
3/8 Fort Hood, TX
3/29 Montgomery, TX
4/26 TBA
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Altair, TX
11/8 TBA
12/6 Fort Hood, TX
Info: 409/732-9171

AMA/District 37 Dual Sport Ride Series
2/8 Victorville, CA
2/14-15 Las Vegas, NV
2/22 San Luis Obispo, CA
3/7-8 Death Valley, CA
3/15 San Bernardino, CA
3/29 Newhall, CA
4/25-26 Cantil, CA
5/17 Mojave, CA
6/28 Rancho Cucamonga, CA
7/18-19 Sequoia National Forest, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV
10/31-11/1 Ridgecrest, CA
Info: 614/891-2425 (3,1)

AMA/District 37 Big 6 GP Series
1/31-2/1 Adelanto, CA
2/29-3/1 San Bernardino, CA
4/4-4/5 Twentynine Palms, CA
5/2-5/3 Palmdale, CA
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA Mid-South Winter Hare Scrambles Series
2/1 Rockford, AL
2/15 Van Leer, TN
3/22 Cadiz, KY
3/29 Dickson, TN
Info: 615/859-0873

AMA Florida Flat Track Series
2/27 Savannah, GA
2/28 St. Augustine, FL
3/1 Barberville, FL
3/3 Tampa, FL
3/5 Barberville, FL
3/6 Daytona Beach, FL
3/7 Daytona Beach, FL

AHRMA Progressive Suspension Historic Cup Series
2/27 DeLand, FL
3/2-3 Daytona Beach, FL
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/ Sound of Thunder Series
2/27 DeLand, FL
3/2-3 Daytona Beach, FL
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
Faulkville, GA

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CYCLE WORLD
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* Southern California, Dec 5-7, 1997
Long Beach Convention Center
Long Beach, California
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Bay Area, Dec 12-14, 1998
San Mateo County Expo Center
San Mateo, California
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Seattle, Jan 2-4, 1998
Washingotn State Conv. & Trade Ctr.
Seattle Washington
Fri: 5p-10p Sat: 10a-9p Sun: 10a-6p

* St. Louis, Jan 9-11, 1998
America's Center
St. Louis, Missouri
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Chicago, Jan 16-18, 1998
Rosemont Convention Center
Chicago, Illinois
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p

* New York, Jan 23-25, 1998
Jacob Javits Convention Center
New York, New York
Fri: 12p-10p Sat: 10a-10p Sun: 10a-5p

* Ohio, Jan 30 - Feb 1, 1998
IX Center
Cleveland, Ohio
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p

* Minneapolis, Feb 6-8, 1998
Minneapolis Convention Center
Minneapolis, Minnesota
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Daytona, Mar 4-8, 1998
Daytona International Speedway
Daytona Beach, Florida
Wed: 1p-6p Thu-Sat: 9a-6p Sun: 9a-1p

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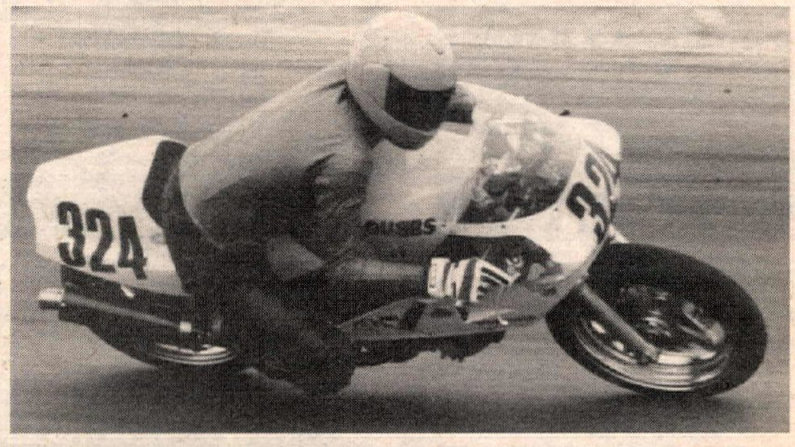

Ken Canaga - Left Coast Racing
Tom Hardy - Pro Lap Leathers
Wayne Issac - WIFCO
Myhre Construction Co
John Nielsen - ZBE Machining
Eric Sherrer - DUBBS Motor Co.
WSMC, AFM, GP Cycles, Viewpoint
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And to my wife Polly, taken by cancer on December 25th, I hope they have Ducatis in Heaven

CRC

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MOTORSPORTS NEWS

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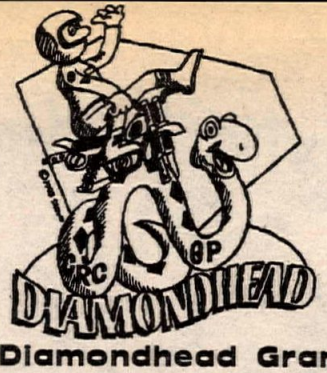

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For More Info. Call CRC at (805) 272-8889

Race Schedule

8:00 AM Parade Lap
8:15 AM 125 - 250 - 500 Beg & 4 Stroke
9:15 AM All 80cc Big Wheel Women
10:15 AM Oldtimers
11:15 AM All 60cc and Super Pee Wee
12:00 NOON Parade Lap
12:15PM CRC Vets (+30) CRC Srs (+40)
1:15 PM Jr Vets (+25) Vintage & Hay Day
2:15 PM 125-250-500 Nov/Int/Pro
3:15PM Team Race

Pee Wee
Practice 9:00AM
1st Race 10:00AM
2nd Race 10:30 AM

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Event Schedule
Thursday
SIGN-UP & PRACTICE
Friday & Saturday
AMATEUR RACING

Sunday
AMATEUR & PRO RACING
Thursday is the only official practice available to riders.

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TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., Feb 7 M.X. & Dirt Track Practice 9am-2pm
Sun., Feb 8 MOTOCROSS RACE
Sat., Feb 21 AHRMA Vintage Scrambles
Sun., Feb 22 AHRMA Vintage MX Series

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

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Thur., Jan 29	MX Practice (8am till dusk)
Sat., Jan 31	MX Practice (8am till 1pm)
Sun., Feb 1	MX Practice (8am till 4pm)
Thur., Feb 5	MX Practice (8am till dusk)

CMC Golden State MX Rd. #4 Feb 15

Vintage Dirt Track Racers Assn.
Daytona 1998 Races
March 3 & 4
Orlando Speedway
For more 1998 info • call
719-541-2741

CRC **1997 California Race Schedule**
100% PRO PAYBACK

Sunday, Feb 1	CMC/CRC Golden State Series	L.A.C.R.
Sunday, Feb 8	CRC Motocross	L.A.C.R.
Sunday, Feb 15	CRC Diamond Head GP	L.A.C.R.
Sunday Feb 22	CRC Motocross	L.A.C.R.

Saturday Practice Jan. 10 to May 30 • 9:00am to 2:00pm
Last race of the year is Dec. 14. L.A.C.R. will reopen on Jan. 10 for practice
CRC Info (805) 272-8889

CMC Racing - 714/367-1141
CMC Golden State Nationals
South Region
Feb 1st Rnd. 3 L.A.C.R., Palmdale, CA
Feb 15th Rnd. 4 Glen Helen Rcwy, Devore, CA
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22nd Annual GNC
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March 12-15, 1998
Mosier Valley USA
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX 714 436-9574**

8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series

2/8 Phoenix, AZ
2/28 Ocala, FL
4/5 Perris, CA
4/26 Sonoma, CA
5/16 Casey, IL
6/6 Elkhart Lake, WI
6/20 Grattan, MI
7/11 Lexington, OH
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series

3/3 Daytona Beach, FL
3/5 Barberville, FL
5/2 Rosamond, CA
5/2 Budds Creek, MD
5/16 Hanford, CA
5/24 Port Royal, PA
6/12 Cumberland, MD
7/10 Ashland, OH
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series

2/7 Phoenix, AZ
2/14 Sacramento, CA
3/1 Ocala, FL
4/25 Sonoma, CA
5/3 Rosamond, CA
5/10 Collins, MO
5/17 Casey, IL
6/7 Elkhart Lake, WI
6/21 Grattan, MI
7/12 Lexington, OH
8/14-16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

CCS/Championship Cup Road Racing Series

Florida Region
1/31-2/1 Bloomingdale, GA
2/14-15 Homestead, FL
2/25-3/1 Daytona Beach, FL
3/22 West Palm Beach, FL
4/26 West Palm Beach, FL
5/25 West Palm Beach, FL
6/28 West Palm Beach, FL
7/4-5 Homestead, FL
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/27 West Palm Beach, FL
12/5-6 Homestead, FL*

Southeast Region
1/31-2/1 Bloomingdale, GA
2/25-3/1 Daytona Beach, FL
4/11-12 Bloomingdale, GA
5/23-24 Bloomingdale, GA
6/20-21 Talladega, AL
7/11-12 Bloomingdale, GA
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA*
9/19-20 Braselton, GA

Mid-Atlantic Region
1/31-2/1 Bloomingdale, GA
2/25-3/1 Daytona Beach, FL
4/11-12 Summit Point, WV
5/23-24 Bloomingdale, GA
5/30-31 Summit Point, WV
7/11-12 Summit Point, WV
8/29-30 Summit Point, WV*
9/19-20 Braselton, GA

Northeast Region
4/18-19 Loudon, NH
5/2-3 Loudon, NH
6/13-14 Loudon, NH
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH

Great Lakes Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI*
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI*
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Midwest Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI*
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Great Plains Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI*
5/23-24 Beloit, IL
6/27-28 Beloit, IL
7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN*

Southwest Region
1/31-2/1 Chandler, AZ
3/14-15 Chandler, AZ
4/4-5 Buttonwillow, CA
5/2-3 Chandler, AZ
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ*

California Region
2/7-8 Buttonwillow, CA
3/14-15 Chandler, AZ
4/4-5 Buttonwillow, CA
5/9-10 Buttonwillow, CA
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA*

CCS Race of Champions

10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike

2/25-3/1 Daytona Beach, FL
5/9-10 Elkhart Lake, WI
5/16-17 Watkins Glen, NY
7/4-5 Buttonwillow, CA
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WERA Vintage Series

2/26 Faulkville, GA *
3/14 Braselton, GA
3/22 Henderson, TX
4/18 Clermont, IN
4/19 College Station, TX *
4/25 Summit Point, WV
5/2 Talladega, AL
5/9 Grattan, MI
5/10 Henderson, TX
5/14-17 Braselton, GA *
5/23 Mount Meridian, IN *
5/30 Garrettsville, OH
6/20 Summit Point, WV *
6/25-28 Indianapolis, IN *
7/4 Braselton, GA
7/18 Millington, TN
7/19 College Station, TX
7/25 Garrettsville, OH
8/8 Faulkville, GA
8/9 Henderson, TX
8/15 South Haven, MI
8/22 Talladega, AL
8/30 Hallet, OK
9/5 Garrettsville, OH *
9/12 Grattan, MI *
9/12 Summit Point, WV
9/19 Faulkville, GA
9/20 College Station, TX
9/26 Mount Meridian, IN
10/14-18 Braselton, GA *
* Double point events
Info: 407/831-4331 or www.weravintage.com

Great Lakes Road Racing Association Series

4/18-19 Grattan, MI
5/9-10 Indianapolis, IN
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

NASB Formula USA Road Racing Series

3/13-15 Rosamond, CA
4/3-5 Sebring, FL
5/15-17 Fountain, CO
6/5-7 Mosport, Canada
7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-0456

Sunshine State MX Championship Series

2/8 Reddick, FL, Rnd 1
2/15 Dade City, FL, Rnd 2
3/8 Orlando, FL, Rnd 3
3/22 Ona, FL, Rnd 4
4/5 Ocala, FL, Rnd 5
4/19 Reddick, FL, Rnd 6
4/26 Dade City, FL, Rnd 7
5/3 Ona, FL, Rnd 8
5/10 Reddick, FL, Rnd 9
5/24 Orlando, FL, Rnd 10
5/31 Ocala, FL, Rnd 11
6/7 Dade City, FL, Rnd 12
6/28 Ona, FL, Rnd 13
7/5 Orlando, FL, Rnd 14
7/12 Reddick, FL, Rnd 15
7/19 Dade City, FL, Rnd 16
7/26 Ona, FL, Rnd 17
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

Motorcycle Asphalt Racing Series

2/28 St. Augustine, FL
3/5 Barberville, FL
5/15 Myrtle Beach, SC
9/25 Asheville, NC

Southeastern Trials Riders Association C'Ship Series

3/20-21 Sequatchie, TN
4/4-5 Monroe, GA
4/18 Cleveland, GA
5/2-3 Clinton, SC
5/23-24 Crossville, TN
6/6-7 Warrior, AL
6/20-21 Carrolton, KY
8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

La Playa Motocross Grand Prix Series

3/1 Rosarito, Baja California
5/17 Rosarito, Baja California
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

American Trials Association

2/1 Rock Ranch, CA
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/18 Reed Valley, CA
4/19 Reed Valley, CA
5/17 Johnson Valley, CA
6/6-7 Big Bear, CA
Info: 714/562-7742

Southern Enduro Riders Ass'n Hare Scrambles Series

2/8 Wiggins, MS
Info: 504/665-0313

SETRA Hare Scrambles

2/8 Abbeville, SC, Rnd 9
2/15 Columbus, GA, Rnd 10
2/22 Macon, GA, Rnd 11
3/8 Braselton, GA, Rnd 12
3/22 Cross Anchor, SC, Rnd 13
3/29 Knoxville, TN, Rnd 14
Info: 706/327-4015

SETRA Championship Enduro Series

3/1 Pelion, SC, Rnd 11
3/5 Daytona, FL, Rnd 12
3/15 Greensboro, GA, Rnd 13
4/5 Morganton, NC, Rnd 14
4/19 Cochran, GA, Rnd 15
4/16 Clanton, AL, Rnd 16
5/3 Olustee, FL, Rnd 17
5/17 Tarrytown, FL, Rnd 18
6/7 Hurricane Mills, TN, Rnd 19
Info: 706/327-4015

SRA West Series

4/4-5 Willow Springs, CA
4/17-19 Monterey, CA
5/2-3 Willow Springs, CA
5/16-17 Willow Springs, CA
6/12-14 Elkhart Lake, WI
7/18-19 Willow Springs, CA
8/15-16 Truckee, CA

9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FTR Championship Series
Hare Scrambles
1/31-2/1 TBA
2/21-22 TBA
3/21-22 TBA
4/4-5 TBA
4/18-19 Vero Beach, FL
Info: 407/264-0559

FTR C'ship Enduro Series
3/8 Ocala National Forest, FL
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info: 407/264-0559

FTR Motocross Series
1/25 Okeechobee, FL, Rnd 5
2/15 Bunnell, FL, Rnd 6
3/15 Panama City, FL, Rnd 7
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
6/17 Hilliard, FL, Rnd 10
Info: 407/264-0559

International Old-Timers Motocross Series
4/21-22 TBA
4/4-5 Idaho Falls, ID
4/25-26 TBA
5/15-16 Boise, ID
6/23-24 Edmonton, Canada
TBA TBA
7/4-5 TBA
7/25-26 TBA
8/5-6 Fernley, NV
Info: 408/379-4639

Sunshine State MX Championship Series
2/8 Reddick, FL
2/15 Dade City, FL
3/8 Orlando, FL
3/22 Ona, FL
4/5 Ocala, FL
4/19 Reddick, FL
4/26 Dade City, FL
5/3 Ona, FL
5/10 Reddick, FL
5/24 Orlando, FL
5/31 Ocala, FL
6/7 Dade City, FL
6/28 Ona, FL
7/5 Orlando, FL
7/12 Reddick, FL
7/19 Dade City, FL
7/26 Ona, FL
8/16 Orlando, FL
8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

GFI Winter Series
South
2/8 Barona Oaks, CA*
2/22 Competition Park, CA*
3/8 Glen Helen, CA*
3/22 Perris, CA
North
2/1 Carnegie, CA*
2/15 Oatfield, CA*
*Action, Kawasaki, Suzuki & Yamaha contingency
Info: 909/653-4042 or 209/656-9682

CMRRA 50cc/125cc C'ship Road Race Series
2/8 Riverside, CA
2/21-22 Rosamond, CA
3/12 Palomar, CA
3/3 Riverside, CA
3/27-28 Rosamond, CA
4/26 Palomar, CA
5/23 Riverside, CA
6/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

VSMC Road Race Series
1/14-15 Rosamond, CA, Rnd 2
1/14-15 Rosamond, CA, Rnd 3
1/18-19 Rosamond, CA, Rnd 4
1/16-17 Rosamond, CA, Rnd 5
1/20-21 Rosamond, CA, Rnd 6
1/18-19 Rosamond, CA, Rnd 7
1/15-16 Rosamond, CA, Rnd 8
1/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

AMC Golden State MX Nationals
South Region
1/1 Palmdale, CA, Rnd 3
1/15 Devore, CA, Rnd 4

Pacific Northwest Region
2/15 Salem, OR, Rnd 2
North Region
2/1 Carson City, NV, Rnd 2
2/8 Dixon, CA, Rnd 3
2/15 Hollister, CA, Rnd 4
2/21-22 Gorman, CA
Info: 714/367-1141
WML Motocross Series
5/9-10 San Bernardino, CA
6/27-28 Mammoth Mountain, CA
7/18-19 New Berlin, NY
8/1-2 Washougal, WA
8/3-9 Nashville, TN
8/29 Binghampton, NY
8/30 Binghampton, NY

CMC West Coast Arenacross Challenge
2/27-3/1 Sacramento, CA
TBA Las Vegas, NV
Info: 702/267-4392

KORR Hare Scrambles Championship Series
2/8 Sterling, KS
2/22 Hillsboro, KS
4/19 Wichita, KS
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

KORR Motocross Championship Series
3/15 Marion, KS
3/29 Sterling, KS
4/5 Hillsboro, KS
5/3 Marion, KS
5/17 Wichita, KS
5/31 Hillsboro, KS
6/7 Marion, KS
6/14 Sterling, KS
6/28 Inman, KS
7/12 Sterling, KS
7/18 Hillsboro, KS
7/19 Marion, KS
8/9 Sterling, KS
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

MRAN Desert Series
3/7 Las Vegas, NV
5/2 Panaca, NV
6/13-14 Caliente, NV
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
4/17-18 Tonopah, NV, Rnd 1
6/26-28 Ely, NV, Rnd 2
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

USRA Desert Series
2/29 St. George, UT
4/4 Jericho, UT
5/9 Jericho, UT
5/23 Cherry Creek, UT
6/6-7 TBA
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

MRA Roadracing Series
5/3 Mead, CO
5/15-17 Colorado Springs, CO
5/31 Mead, CO
6/14 Denver, CO
6/28 Pueblo, CO
7/12 Mead, CO
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
3/22 Union Bridge, MD
4/5 Middletown, PA
4/25-26 Williamsport, PA
5/2-3 Toronto, OH
7/18 Farrandsville, PA
8/8 Toronto, OH
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
3/8 Roberta, GA
3/22 Breman, GA
3/29 Macon, GA
4/5 Roberta, GA
4/26 Dalton, GA
5/17 Dalton, GA
5/24 Macon, GA
9/6 Dalton, GA
9/20 Breman, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Breman, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
2/7 Lake Superstition, CA
2/22 Pole Line Road, CA
3/8 Plaster City, CA
3/28 Plaster City, CA
4/26 Plaster City, CA
5/10 Los Sahuaros, CA
5/23 Plaster City, CA
7/25-26 Los Sahuaros, CA
8/1-2 Los Sahuaros, CA
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
3/1 Madera, CA
3/8 Madera, CA
3/15 Madera, CA
3/22 Madera, CA
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Central California Dirt Track Series
3/29 Madera, CA
4/5 Madera, CA
4/19 Madera, CA
5/3 Madera, CA
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/18 Madera, CA
10/25 Madera, CA
Info: 209/661-0706

California Dirt Track Championship Series
7/11 Chowchilla, CA
7/18 Chowchilla, CA
7/25 Chowchilla, CA
8/1 Chowchilla, CA
8/8 Chowchilla, CA
8/15 Chowchilla, CA
Info: 209/661-0706

JANUARY

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FEBRUARY

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MARCH

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29	30	31				

BIKE WEEK FEB.-MAR. 98
3RD ANNUAL SHORT TRACK SERIES
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$15.00 PIT ENTRY FOR EVERYONE $10.00 SPECTATORS EVERY EVENT

SAT. 28, AMATEURS SIGN-UP 10:00AM, RACES 1:00PM
50CC-600CC+VINTAGE, OPEN TWIN CLASS, & 883'S $20.00 PER CLASS
PRE-NAT'L. PRO NIGHT SIGN-UP 4:00, RACES 7:30
SEMI-PRO ADULT-MINI, 250P.A., 600P.A., 600EX, OPEN TWIN CLASS, & 883'S
$4000.00 PURSE, $500.00 TO WIN 600EX $40.00 PER CLASS
SUN. 1, AMATEURS SIGN-UP 10:00AM, RACES 1:00PM
50CC-600CC+VINTAGE, OPEN TWIN CLASS, & 883'S $20.00 PER CLASS
A.H.R.M.A. NATL., PLUS PRO-NIGHT SIGN-UP 4:00, RACES 7:30
SEMI-PRO ADULT-MINI, 250P.A., 600P.A., 600EX, OPEN TWIN CLASS, & 883'S
MON. 2, AM. & PROS SIGN-UP 2:00PM, HEATS 4:00, FINALS 7:30
50CC-600CC+VINTAGE, OPEN TWIN CLASS, & 883'S $20.00 PER CLASS
TUES. 3, AM. & PROS SIGN-UP 2:00PM, HEATS 4:00, FINALS 7:30
V.D.T.R.A. NATL. + 50CC-600CC+VINTAGE, OPEN TWIN CLASS, & 883'S $20.00 PER CLASS
WED. 4, AM. & PROS SIGN-UP 2:00PM, HEATS 4:00, FINALS 7:30
V.D.T.R.A. NATL. + 50CC-600CC+VINTAGE, OPEN TWIN CLASS, & 883'S $20.00 PER CLASS
THUR. 5, AM. & PROS SIGN-UP 2:00PM, HEATS 4:00, FINALS 7:30
50CC-600CC+VINTAGE, OPEN TWIN CLASS, & 883'S $20.00 PER CLASS

23 - CLASSES
17 - TROPHY & 8 - MONEY EVERY EVENT
WE WILL BUY BACK TROPHY'S FOR $15.00

1	0-65 STOCK 10 & UNDER	TR
2	0-65 MOD. 10 & UNDER	TR
3	0-85 STOCK YOUTH	TR
4	0-85 MOD. YOUTH	TR
5	OPEN AM. MINI YOUTH	TR
6	LIMITED ADULT MINI	TR
7	MOD. ADULT MINI	MON.
8	125 A	TR
9	200 A	TR
10	250 A	TR
11	250 PA	MON.
12	500 A	TR OR MON.
13	600 A OR SP	TR OR MON.
14	600 PA	MON.
15	600 EX	MON.
16	OPEN TWINS	MON.
17	883'S	MON.
18	OPEN + 30	TR
19	OPEN + 40	TR
20	OPEN + 50	TR
21	OPEN DTX - WILL SPLIT	TR
22	OPEN VINTAGE - WILL SPLIT	TR
23	OPEN ATV"S	TR

YOU MUST BE AN F.D.T.R.A. MEMBER TO COMPETE IN SERIES $20.00 ANNUAL, OR $5.00 PER EVENT (4-TIMES ONLY)
PURSE FOR PRE-NATL SAT. 28 ONLY ALL OTHER RACES PAY OFF WILL BE BASED ON ATTENDANCE
DUE TO OTHER EVENTS WE WILL ALLOW ENTRIES UP TO THE HEAT RACES
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FREE CAMPING AT TRACK
CONTACTS: F.D.T.R.A. BOB DECKER 407-381-4001
A.H.R.M.A. JOHN BLACKSTOCK 770-297-8517 V.D.T.R.A. DOUG STEWART 719-541-2741
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Mar 15th Hungry Valley SVRA

8:00am	Parade Lap
8:30am	60cc & 80cc
9:30am	Old Timers
10:30am	Decade/Vintage/ Jr. Vets
11:30am	Parade Lap
12:00pm	Vets(+30) (+40)
1:00pm	125-250-500, Beg
2:00pm	125-250-500 Nov, Int, Pro
3:00pm	Team Race

25% Trophies
Each race 45min
Track changes every race
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Racing on the Tube

February Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

2/1/98	12:30 AM	Tempe, AZ SX (R)	ESPN2	2/15/98	4:00 PM	FIM Mx-Poland	Speed
2/1/98	4:00 PM	FIM MX-Brazil	Speed	2/15/98	4:30 PM	FIM Mx-Switzerland	Speed
2/1/98	4:30 PM	FIM MX-Venezuela	Speed	2/17/98	3:00 AM	MotoWorld (R)	ESPN2
2/2/98	3:00 PM	Tempe, AZ SX (R)	ESPN2	2/17/98	8:00 PM	Oklahoma City, OK AX	Speed
2/2/98	3:00 AM	MotoWorld (R)	ESPN2	2/17/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed
2/3/98	8:00 PM	Des Moines, IA AX	Speed	2/18/98	3:00 PM	San Diego, CA SX (R)	ESPN2
2/3/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed	2/18/98	7:00 PM	AX #6 Winstom-Salem, SC	FSNet
2/5/98	6:30 PM	MotoWorld	ESPN2	2/19/98	6:30 PM	MotoWorld	ESPN2
2/7/98	12:00 PM	Seattle, WA Supercross	ESPN2	2/20/98	7:30 PM	Indianapolis, IN SX	ESPN2
2/7/98	6:30 AM	MotoWorld (R)	ESPN2	2/20/98	6:30 PM	MW2 Rev It Up	ESPN2
2/8/98	4:00 PM	FIM MX-France	Speed	2/21/98	12:00 PM	Indianapolis, IN SX (R)	ESPN2
2/8/98	4:30 PM	FIM MX-Indonesia	Speed	2/21/98	2:00 PM	MotoWorld (R)	ESPN2
2/9/98	7:00 PM	AX #5 Niagara Falls, NY	FSNet	2/22/98	4:30 PM	FIM MX-Germany	Speed
2/10/98	1:30 AM	Seattle, WA SX (R)	ESPN2	2/23/98	3:00 AM	MotoWorld (R)	ESPN2
2/10/98	8:00 PM	Ft. Worth, TX AX	Speed	2/24/98	3:00 PM	Indianapolis, IN SX (R)	ESPN2
2/10/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed	2/24/98	3:00 AM	MW2 Rev It Up (R)	ESPN2
2/12/98	3:00 PM	Seattle, WA SX (R)	ESPN2	2/24/98	8:00 PM	Hampton, VA AX	Speed
2/12/98	3:30 AM	MotoWorld (R)	ESPN2	2/24/98	7:00 PM	AT - Del Mar Concours	Speed
2/12/98	6:30 PM	MotoWorld	ESPN2	2/24/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed
2/12/98	9:00 PM	Legends of MS-Assen 1977	Speed	2/25/98	12:30 AM	Indianapolis, IN SX (R)	ESPN2
2/13/98	7:30 PM	San Diego, CA SX	ESPN2	2/25/98	7:00 PM	AX #7 Milwaukee, WI.	FSNet
2/13/98	4:00 AM	Seattle, WA SX (R)	ESPN2	2/26/98	6:30 PM	MotoWorld	ESPN2
2/13/98	6:30 PM	MW2 Rev It Up	ESPN2	2/26/98	9:00 PM	Legends of MS-Champs on 2	Speed
2/14/98	12:30 AM	San Diego, CA SX (R)	ESPN2	2/27/98	8:00 PM	Atlanta, GA SX	ESPN2
2/14/98	3:30 PM	MotoWorld (R)	ESPN2	2/28/98	12:30 PM	Atlanta, GA SX (R)	ESPN2
2/14/98	3:30 AM	MW2 Rev It Up (R)	ESPN2	2/28/98	2:30 PM	MotoWorld (R)	ESPN2

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company .*

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Saturday, January 31st - Practice (9am - 4pm)
Sunday, February 1st - Practice (9am - 4pm)
Saturday, February 7th - Practice (9am - 4pm)
Sunday, February 8th - GFI Winter Series
24 HR HOTLINE (760) 752-8252

GFI RACING *(909) 653-4042* *A Rider for the Riders*
Southern Region
Sat., Jan 31 GFI Saturday Practice (8am - 1pm) Perris
Sun., Feb 8 GFI Winter Series Round 2* Barona Oaks
Sat., Feb 14 GFI Saturday Practice (8am - 1pm) Perris
Happy Valentines Day!
*Action Kawasaki, Suzuki, and Yamaha Contingency

GFI RACING *(209) 656-9682* *A Rider for the Riders*
Northern Region
Sun., Feb 1 GFI Winter Series, Rnd. 4 - Carnegie Cycle Park, Livermore
*Action Kawasaki, Suzuki, and Yamaha Contingency
Sat Practice prior to each event 8am - 2pm

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX 714 436-9574**

*Denotes Pro Payback

Jan 31-Feb 1

CALIFORNIA HARE SCRAMBLES - AMA National Hare Scrambles, P&J Promotions, Hollister Hills SVRA Park, Hollister. Info: 408/249-4336.

CALIFORNIA GRAND PRIX - Adelanto GP, AMA/District 37 Big 6 GP Series, Rnd 1, Adelanto. Info: 714/779-5313.

Sat, Jan 31

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Holeshot Promotions, Kern County Motocross, Bakersfield Fairgrounds, Bakersfield. Info: 805/942-1211.

Sun, Feb 1

* ALABAMA HARE SCRAMBLES - Mid-South Winter Hare Scramble, Rockford Men's Club, Rockford. Info: 334/567-3352.

CALIFORNIA MOTOCROSS - GFI Winter Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CMC/CRC Golden State Series, Los Angeles County Raceway. Info: 805/272-8889.

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

ILLINOIS PARTS SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* MASSACHUSETTS ICE RACING - Hamilton Rod Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

MASSACHUSETTS PARTS SHOW - J&P Promotions, Worcester Centrum Centre, Worcester. Info: 319/462-6011.

* MINNESOTA ICE RACE - CWIRA/Winona Area Jaycees, Winona. Info: 507/452-3441.

* NEVADA MOTOCROSS - CMC/22nd annual Sunstar Golden State MX Nationals, Silverstate Raceway, Carson City. Info: 702/267-4392.

* NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake, Modena. Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Silver Creek Farms, Morganton. Info: 423/323-5497 or www.victory.sports.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX Outdoor Racing, Hardeeville. Info: 912/748-6304.

* TEXAS DIRT TRACK - Mad Dog Mini MC, Action Speedway, Mineola. Info: 903/768-2415.

Feb 6-7

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, WNC Agriculture Center Arena, Asheville. Info: 423/323-5497 or www.victory.sports.com.

Feb 7-8

* ILLINOIS ICE RACES - AMA, SSTs, Lamb's Farm, Libertyville. Info: 414/353-5920.

* ILLINOIS ICE RACE - Midwest Ice-Racing Championship, AMA/Race Face Promotions, Lamb's Farm, Libertyville. Info: 630/773-2499.

* MISSISSIPPI ARENACROSS - Arenacross Promotions, Lee County Agri-center, Vetona (Tupelo). Info: 601/842-3397.

Sat, Feb 7

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Cave Creek. Info: 602/488-6357 or DESERT MC1@.Com.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Holeshot Promotions, Kern County Motocross, Bakersfield Fairgrounds, Bakersfield. Info: 805/942-1211.

* CANADA ARENACROSS - CMA/Future West, The BC Arena-Cross Championship, Abbotsford Agrifair Championship, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-5307; call before you haul.

Sun, Feb 8

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 3, Barona Oaks, Ramona. Info: 909/653-4042.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Pacific Adventures, B&B Cycles, Victorville. Info: 818/951-1333.

* CALIFORNIA MOTOCROSS - CMC/Golden State MX National, Rnd 3, Argyll Park, Dixon. Info: 707/678-3592.

CALIFORNIA MOTOCROSS - CRC MX, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, Ventura County Fairgrounds, Agricultural Building, Ventura. Info: 805/650-6777.

* CALIFORNIA GRAND PRIX - Tom Anderson's Sand Hill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA HARE SCAMBLES - AMA/District 36, 2+2 Racing Team, Schaad's Resort, Wilseyville. Info: 510/455-9353 or 510/889-6240.

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

FLORIDA MOTOCROSS - ProSports USA, Sunshine S... MX Championship Series, MX of Marion County, Reddick. Info: 352/242-2605.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Winter Sand Track, Boise. Info: 208/384-5512.

* MASSACHUSETTS ICE RACING - Hamilton Rod Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

MICHIGAN SWAP MEET - Motorcycle Swap Meet, Half Mile Cycle Race Corporation, Lansing Center, Lansing. Info: 616/941-0815.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Rnd 1, Fernley International Speedway, Fernley. Info: 702/423-8226.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake, Modena. Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA MOTOCROSS - 15th Carolina Winter Series Dirtworld promotions & AMC, Montrose MX park, Raeford. Info: 919-554-4467

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Feb 13-14

* CALIFORNIA SPEEDWAY ICE RACE - World Championship II, ICE/WSRA, The Cow Palace, San Francisco. Info: 970/262-9067.

Feb 13-15

* WASHINGTON ARENACROSS - United Sports of America, Webb Hill Raceways, Spokane Arena, Spokane. Info: 253/395-8738.

Feb 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 3, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

IOWA MOTORCYCLE SHOW & SWAP MEET - CH Promotions, Iowa State Fairgrounds, Des Moines. Info: 712/262-8910.

NEVADA DUAL SPORT - AMA/Suzuki National Dual Sport Trail Tour, Wild West 350, Las Vegas, Nevada. Info: 818/890-2209 or dsgdfather@aol.com.

Sat, Feb 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Holesho Promotions, Kern County Motocross, Bakersfield Fairgrounds, Bakersfield. Info 805/942-1211.

OKLAHOMA DIRT TRACK - Total Performance Racing, Winter Indoor Dirt Track Series, Heart of America Expo, Shawnee. Info: 918/836-6999.

* WYOMING ARENACROSS - Bad Boys of Racing/Checkered Flag Productions, Casper. Info: 940/683-4742.

Sun, Feb 15

* ALASKA ICE RACE - Aurora Ice Racin Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

* ARIZONA MOTOCROSS - AMX North/South Shootout Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - GFI Wint Series, Rnd 5, Oatfield Raceway, Turloc Info: 209/656-9682.

CALIFORNIA GRAND PRIX - CRC/Diamond Head GP, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC/22nd annual Sunstar Golden State MX Nationals, Hollister Hills, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - CMC/22nd annual Sunstar Golden State MX Nationals, Glen Helen Raceway, Devore. Info: 909/880-3090.

CALIFORNIA VINTAGE MOTOCROSS - The 1998 Peter Ford Spring Classic, AHRMA, AMA, Prairie City SVRA, Rancho Cordova. Info: 510/829-9386.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA MOTOCROSS - 3rd annual Pro-Challenge MX, Double A Promotion North Florida Raceway, Hilliard. Info: 904/268-2223.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Winter Sand Track, Boise. Info: 208/384-5512.

* NEVADA MOTOCROSS - Nevada Ol Timers, Rnd 2, Fernley International Raceway, Fernley. Info: 702/423-8226.

* NEW YORK ICE RACE - AMA/Tri-Sta Motorcycle Club, Lembo Lake, Modena Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OREGON MOTOCROSS - CMC/22n annual Sunstar Golden State MX Nationals, Salem Arenacross, Salem. Info: 541/928-4474.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX Outdoor Racing, Hardeeville. Info: 912/748-6304.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Ser Van Leer. Info: 615/859-0873.

Feb 20-21

* OKLAHOMA ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 940/683-4742.

Feb 20-22

* OHIO INDOOR MOTOCROSS - Patr Promotions, CRA points event, Summ County Arena Complex at Fairgrounds Akron. Info: 330/948-4613.

* PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA/Trail-Way Speedway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-4310.

Fri, Feb 20

* CALIFORNIA SPEEDWAY ICE RACE - World Cup Series Finale, ICE/WSRA, San Diego Sports Arena, San Diego. Info: 970/262-9067.

Sat, Feb 21

CALIFORNIA MOTOCROSS - AHRMA Vintage Scrambles, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Holeshot Promotions, Kern County Motocross, Bakersfield Fairgrounds, Bakersfield. Info: 805/942-1211.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-5307; call before you haul.

* OHIO INDOOR MOTOCROSS - AMA/Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

OKLAHOMA INDOOR DIRT TRACK - Total Performance Racing, Indoor Winter Series, McClain County Expo, Purcell. Info: 918/836-6999.

Sun, Feb 22

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 4, Competition Park, San Jacinto. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CRC MX, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AHRMA Vintage MX Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA CROSS COUNTRY - Polka Dots MC, District 36/AMA, Prarie City SVRA, Sacramento. Info: 530/626-7670.

* CALIFORNIA GRAND PRIX - Tom Anderson's Sand Hill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Cal Poly Penguins, University Lot H-12, San Luis Obispo. Info: 805/239-3688.

CALIFORNIA MOTOCROSS - OTHG/Lemon Grove MX Park, Piru. Info: 805/521-0808.

IOWA PARTS SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Downtown River Center, Great Hall, Davenport. Info: 319/462-6011.

MICHIGAN SWAP MEET - Half Mile Cycle Race Corporation, State Fairgrounds, Detroit. Info: 616/941-0815.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA MOTOCROSS - AMA/Dixieland Motorsports, Elizabeth City MX Club, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OREGON ARENACROSS - CMC/Webb Hill Raceways, Salem Fairgrounds, Salem. Info: 253/395-8738.

* PENNSYLVANIA OBSERVED TRIALS - AMA/Trail-Way Speedway, Farm Show Complex, Harrisburg. Info: 717/359-4310.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Lowland Race Park, Morristown. Info: 423/323-5497 or wwwvictory.sports.com.

TENNESSEE MOTOCROSS - KTMXA, TNT Motocross Park, Milan. Info: 901/987-9633.

TEXAS MOTORCYCLE SWAP MEET - 7th annual Motorcycle Expo, Show, Swap Meet, Waco, Texas, Convention Center. Info: 972/216-5520.

* TEXAS HALF MILE DIRT TRACK - Scotty Adams Racing, VDTRA, Devils Bowl Speedway, Mesquite. Info: 405/789-6045 or 972/222-2421.

Feb 27-28

* CANADA ARENACROSS - Canadian National Arenacross Championship, CMC/Future West Promotions, Agri-Fair Arena, Abbotsford. Info: 604/794-3824.

* OREGON ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Crook County Fairgrounds and Expo, Prineville. Info: 940/683-4742.

* WASHINGTON ARENACROSS - Northwest Arenacross Nationals, CMC/Webb Hill Raceways, Trac Arena, Pasco. Info: 253/395-8738.

Feb 27-Mar 1

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sat, Feb 28

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA HARE SCRAMBLES - 2&2 Racing Team, District 36, AMA, Schaads Resort, Wilseyville. Info: 510/455-9353 or 889-6240.

* FLORIDA HALF MILE - AMA/MARS, DM Promotions Inc., St. Augustine Speedway, St. Augustine. Info: 904/788-4709.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Winter Sand Track, Boise. Info: 208/384-5512.

UTAH HARE 'N' HOUND - USRA, St. George. Info: 801/569-1998.

Sun, Mar 1

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - The Redneck Roosters MC 11th Old Crow Hare Scrambles, AMA, District 36 B&C, AHRMA, Carnegie SVRA, Livermore. Info: 510/674-1381.

* FLORIDA MOTOCROSS - Pan-American Senior MX Championship, Hardrock Cycle Park, Ocala. Info: 352/732-6697.

KENTUCKY MOTOCROSS - Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.BuddsCreek.com.

* MEXICO MOTOCROSS - La Playa MX Grand Prix/Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach, Baja California. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Rnd 3, Fernley International Raceway, Fernley. Info: 702/423-8226.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburge Road, Hardeeville. Info: 912/748-6304.

Tue, Mar 3

FLORIDA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Kirton Ranch, Okeechobee. Info: 304/284-0084.

Thur, Mar 5

* FLORIDA HALF MILE - AMA/MARS, On Trac Promotions Inc., Volusia Speedway Park, Barberville. Info: 803/626-9455.

Mar 6-7

* MONTANA ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Metrapark Arena, Billings. Info: 940/683-4742.

Mar 7-8

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Countdown, Death Valley National Park, Ridgecrest. Info: 818/348-8381.

GEORGIA GNCC - Racer Productions, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 304/291-3077.

Sat, Mar 7

CALIFORNIA ENDURO - AMA/District 36, Timekeepers MC, Wild Boar Family Enduro, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* FLORIDA SUPERCROSS - Northeastern Supercross, MacClenny. Info: 904/387-5307; call before you haul.

Sun, Mar 8

CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - CRC Charity Series, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 5, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

CALIFORNIA ENDURO - Wild Boar Spring Series Championship Enduro, AMA/District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605,

GEORGIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Paradise Park, Macon. Info: 304/284-0084.

* GEORGIA MOTOCROSS - Championship Series, AMA/Dixie MC Sports Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

IOWA MOTORCYCLE SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NORTH CAROLINA MOTOCROSS - Devils Ridge USA Eastern Pro-Am Spring Series, AMA, District 29, Sanford. Info: 919/776-1767.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TENNESSEE MOTOCROSS - KTMXA, TNT Motocross Park, Milan. Info: 901/987-9633.

Mar 12-15

TEXAS MOTOCROSS - Amateur MX National, GNC, 22nd annual GNC International MX Final, Mosier Valley USA, Arlington. Info: 214/351-9900.

Sat, Mar 14

CALIFORNIA FUND RAISER - Orange County Dualies, Pediatric Brain Tumor Foundation, 3rd annual MC Parts and Accessories Parking Lot Sale, Cobra Engineering, Anaheim. Info: 760/948-4012.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, Mar 15

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

* CALIFORNIA SPEEDWAY - Day Race, AHRMA National Day, Temecula. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC Charity Series, Bandido GP, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AHRMA/Nor/Cal, Vintage Motocross, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Ride for Kids, Glen Helen Raceway, San Bernardino. Info: 818/951-1333.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Idaho Winter Sand Track, Boise. Info: 208/384-5512.

* MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Nevada Motocross Development, Stead Track, Rnd 4, Reno. Info: 702/423-8226.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE SHOW - J&P Promotions, 10th annual Motorcycle Parts Extravaganza and Indoor Bike Show, Farm Show Complex, Harrisburg. Info: 319/462-6011.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, AMA/District 6, Fredericksburg. Info: 717/865-5530.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburge Road, Hardeeville. Info: 912/748-6304.

Mar 21-22

CALIFORNIA MOTOCROSS - International Old-Timers MX Association, Central Valley Chapter, Tulare. Info: 209/688-3949.

CALIFORNIA MOTOCROSS - CRC/Old-Timer National and Charity Series, Los Angeles County Raceway. Info: 805/272-8889.

KENTUCKY MOTOCROSS - AMA/Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

Sat, Mar 21

* FLORIDA SUPERCROSS - Northeastern Supercross, MacClenny. Info: 904/387-5307; call before you haul.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, Mar 22

* ARIZONA MOTOCROSS - AMX North/South Shootout Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

CALIFORNIA SCRAMBLE - Open Scramble Benefit Race, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA GRAND PRIX - SRA/Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC/District 36 B-C Series Event, Hollister Hills, SVRA, Hollister. Info: 408/265-2122.

* CALIFORNIA GRAND PRIX - Tom Anderson's Sandhill Ranch, Brentwood. Info: 510/634-3328.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Cadiz. Info: 615/859-0873 or www.msws.org.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club Inc., Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607 or http:/members.ao/.com.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA CROSS COUNTRY - Grand National Cross Country, Racer Productions, Inc., Big Buck, Cross Anchor. Info: 304/284-0084.

Mar 27-28

* IDAHO ARENACROSS - SRO Entertainment Group Inc., Boise State University Pavilion, Boise. Info: 888/753-9818.

Sat, Mar 28

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Idaho, Winter Sand Track, Boise. Info: 208/384-5512.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, Mar 29

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

CALIFORNIA MOTOCROSS - CRC/Charity Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Spring Series, Rnd 1, Perris Raceway, Perris. Info: 805/521-0808.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Idaho, Winter Sand Track, Boise. Info: 208/384-5512.

KENTUCKY HARE SCRAMBLES - AMA/District 10, Bluegrass Sports, Red River Hare Scrambles, Clay City. Info: 606/744-5916.

MARYLAND HARE SCRAMBLES - VCHSS, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

NEVADA MOTOCROSS - Nevada Old-Timers, Rnd 5, Fernley International Raceway, Fernley. Info: 702/423-8226.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, AMA/District 6, Fredericksburg. Info: 717/865-5530.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburge Road, Hardeeville. Info: 912/748-6304.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Dickson. Info: 615/859-0873 or www.msws.org.

TEXAS MOTORCYCLE SHOW - 7th annual Motorcycle Expo, Show, Swap Meet, Waco Convention Center, Waco. Info: 972/216-5520.

Apr 4-5

CALIFORNIA HILLCLIMB - NAHA/Skips at Carnegie, U.S. Rentals, Carnegie SVRA, Tracy. Info: 888/244-7547.

CALIFORNIA GRAND PRIX - AMA/District 37, Big 6 GP Series, Twentynine Palms. Info: 619/251-3489 or 562/428-4971.

MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Leonard Town. Info: 301/475-2000 or www.buddscreek.com.

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA Loretta Lynn's Amateur Qualifier, North Carolina State Championship, Sanford. Info: 919/776-1767.

Sat, Apr 4

CALIFORNIA DIRT TRACK - AHRMA/Vintage Dirt Track Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

* FLORIDA SUPERCROSS - Northeastern Supercross, Night Race, MacClenny. Info: 904/387-5307; call before you haul.

PENNSYLVANIA MOTOCROSS - Spring Series, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

TENNESSEE CROSS COUNTRY - Racer Productions Inc., Loretta Lynn's Ranch, Hurrican Mills. Info: 304/284-0084.

Sun, Apr 5

CALIFORNIA DIRT TRACK - Central California Dirt Track Series, Cushion Short Track, open traction, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Lemon Grove MX Park, Rnd 2, Spring Series, Piru. Info: 805/521-0808.

* CALIFORNIA GRAND PRIX - Sandhill Ranch, AHMA MX, Camino Diablo Rd., Brentwood. Info: 510/634-3328.

CALIFORNIA SUPER MOTOCROSS - CRC/Tri-Race Series, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA ROAD RALLY - Vintage, BSA/AHRMA, Milani's Bst Bar, Lake Country, San Rafael. Info: 415/457-5423.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue. **FAX - 714-436-9574**

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

WANT ADS

HELP WANTED

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3 - 5 years experience, PHD required. Call Ken (800)236-1729, Fax: (920)494-5941. McCoy's H-D US41, Green Bay, WI 54303.

Marketing Manager

And the growth continues. White Brothers is looking for a professional to head its Marketing Department. The ideal candidate should have proven, verifiable experience in motorcycle-industry advertising and marketing, along with a history in trade shows and media relations. Budget management and accountability, as well as media purchasing and co-op experience are also desirable. Computer literacy and familiarity with Word and Excel a must. Qualified professionals should submit their resumes, with a detailed cover letter, to Director of Sales & Marketing, 24845 Corbit Pl., Yorba Linda, CA 92887, or Fax to (714)692-3409. CA.

Colorado Dealership Expanding

Colorado's largest Honda, Kawasaki and Harley-Davidson dealership needs experienced parts people. Willingness to learn and be a team player a necessity. Fax your application to Gino (303)287-7716. CO.

Kawasaki Motors, Corp., U.S.A.

Equal opportunity employer, is seeking to fill the position of Field Technician - Team Green - West Coast. Applicant needs to be an organized self-starter with 5+ years motorcycle background; extensive experience preferred. Must have excellent communication and customer service skills, a complete set of tools, as well as be willing to travel and work weekends. Kawasaki, 9950 Jeronimo Road, Irvine, CA 92618-2064. www.kawasaki.com - Equal Opportunity. CA.

Help Wanted Sales

European Motorcycle Sales. Mid-Wests' largest Ducati and Triumph dealer. Full time, benefits. Ask for Richard (313)278-5000. MI.

Tech. / Parts Counter / Salesman

Experience needed for immediate, permanent, full time positions. Costa Mesa location in Sunny Southern California. Long established motorcycle dealership, 700 units, yearly sales and growing. Call Vic (714)646-2428. Fax resume (714)645-3251. CA.

EXPERIENCED PARTS AND ACCESSORIES Salesman for large Suzuki and Kawasaki full line dealership. Salary with commission and benefits. (405)787-7901. OK.

Sales Manager

Experienced Sales Manager needed for large volume multi-line dealership in So. California. Great opportunity for the right person. Must be a leader and know how to build a world class sales team. Will help with relocation expenses for the right person. Contact Tom Gobrecht at (562)945-3494 ext. 1 or Fax (562)945-3825. CA.

Motorcycle Mechanic

Experienced. Suzuki, Kawasaki, BMW. Need full time. Also, Assistant Service Manager. Medium size dealership. Portland Motorcycle (503)255-5787. OR.

F&I MANAGER - Skagit Powersports is seeking professional Finance Manager. New building, top 100 dealer, steady growth with Kawasaki and Yamaha lines. Pay negotiable. All inquiries held in confidence. Send resume to: 1645 Walton Drive, Burlington, Washington 98233 or Call (360)757-7999. WA.

Service Technician

For large multi line dealership in Reno, Nevada. Full time employement. Experienced required. Call Pam (702)825-8680 or Fax (702)825-8666. NV.

Service Manager

For large multi line dealership in Reno, Nevada. Full time employement. Experienced required. Call Pam (702)825-8680 or Fax (702)825-8666. NV.

Warm And Friendly Atlanta

Great opportunities at Georgia's largest dealer. Street, dirt and water. All major franchises. Great pay for experienced technicians and eager trainees. Call now (770)425-4000, ask for Dave Martinez. GA.

Technician Trainee

Growing Huntington Beach, CA company needs enthusiastic responsible trainee to learn off-road motorcycle repair and suspension. General motorcycle knowledge required. Entry level pay. Fineline Motosports (714)84-Cycle. CA.

Parts Counter Person

Highly experienced / multi-brands / computers. $9.00 hourly, plus commission. Health benefits and vacation. Advancement potential. Must have solid references. Call Shawn or Colin (909)988-8988. Mountain Motorsports. CA.

Motorcycle Technician

North Idaho BMW / Ducati dealership is looking for a qualified, professional, experienced motorcycle technician. Good pay and benefits. Please fax resume to (208)765-2688, Attn: Randy, or mail resume to 1701 N. 4th St., CDA, ID 83814.

Sales

Positions open at established volume L.A. dealership. Commission, plus benefits. Ask for Allen or Tim. Rice Honda Sea-Doo. (818)917-7423. CA.

Join Team MSR

Malcolm Smith Racing has a job opportunity in the warranty dept. Other responsibilities involve product repairs, packaging and quality control. Product knowledge with good written and verbal communication skills are a must. Full time hourly position with complete benefits and 401k. Fax resume to (909)279-7678 Attn: Lisa. CA.

Motorcycle Technician

Join the team at Elliott Power Sports!!! If you have a minimum of three years of powersports technical experience or training and want to be with the best, contact Sharon at (800)669-1792, e-mail elliott@ride4fun.com or fax resume to (605)361-0283. Full time, benefits and competitive pay offered for the right applicant. Elliott Power Sports, 5000 S. Louise Ave., Sioux Falls, SD 57108.

KANSAS DEALERSHIP NEEDS TECHNICIAN AND SERVICE WRITER. Largest shop in area. Fax resume to (316)662-3461 or call (316)663-7166 work days. Al's Honda Yamaha, South Hutchinson. KS.

G.M.D. Computrack

Is currently seeking qualified individuals for franchise opportunities in the Great Lakes area. Applicants should possess excellent communication and customer relations skills. Strong business skills are required. Become part of the future of chassis and suspension technology, call now! (508)270-2655. MA.

Positions Open - Tampa, FL.

Join the largest dealer in central Florida. Immediate openings for Service Writer, Parts Dept., Sales, Assembly / PDI Technician. Pay based on experience. 5-day work week with benefits. Honda Suzuki Kawasaki West, 13521 N. Florida Ave., Tampa, FL 33613. Phone: (813)968-7888, Fax: (813)968-8448. FL.

Parts And Accessories Salesman

Kawasaki / Suzuki Dealer in Delaware. Immediate opening for a qualified Sales Person with lots of motivation and a desire to excel in his / her profession. Call (302)323-9044 or Fax resume to (302)323-9066. DE.

Sunnyvale Dealer

Looking for highly qualified and motivated people for all departments - Sales, Financing, Service and Parts. Established 32 years, Kawasaki - Sea-Doo - Polaris - Suzuki. Call Earl or Jerry (408)245-4888 or Fax resume to (408)245-6153. CA.

Experienced Tech Wanted

Malott's Honda Yamaha in Manteca, Calif. is looking for the right Tech. Great pay plan, benefits, and working conditions. Call Wes at (209)823-7186. CA.

MASTER HARLEY SERVICE TECH wanted by Huntsville, AL. High growth dealer moving to new store 1/98. All professional staff, dealer enthusiast with open door, sign-on & moving, all bennies including simple 401. Earnings, work, and personal background required. Mtn-lakes region of N. AL. cranked 17th in the nation, best schools, services, etc. Expense reimbursement for qualified prospects' 2-day personal interview. Call Terry at Alabama Harley-Davidson (205)837-9021 or Fax (205)837-7909. AL.

MSD Ignition

MSD Ignition has immediate openings for motivated individuals with experience in motorcycles, watercraft, and karting. Applicants must be enthusiastic team players with good communication skills and computer knowledge is a plus. Responsibilities will include answering techincal product support calls, order processing, as well as assisting in the development and testing of new product designs. MSD ignition provides competitive salaries, as well as benefit programs such as health insurance and 401K retirement packages. Send a copy of your salary history along with your resume to: MSD Ignition/Human Resources, Dept. W/C, 1490 Henry Brennan Drive, El Paso, Texas 79936.

Sunny Las Vegas

Need competent, reliable people in our Service Dept. Plenty of work guaranteed minimum for 4 stroke Tech, salary for Service Manager / Writer. Ins. paid, flex work week available. Let me know your needs. EOE M/F - Kawasaki of Las Vegas, 3800 N. Rancho Dr., 89130. (702)656-1955, fax (702)656-0277 Attn: Dale. NV.

Experienced BMW Tech Wanted

Northwest's No. 1 volume exclusive BMW dealer seeks a BMW -certified technician for full-time year-round employment. Experience and pride in work a must. We offer attractive compensation and benefits package. We also pay for your annual schooling and assist with relocation. Call Paul at Cascade BMW with references, (425)823-5045. WA.

Bert's M/C & Watercraft Mall

One of the largest dealers in the Nation is looking for highly qualified and motivated people for all departments - Sales, Finance, Service, and Parts. Does your present job offer....—Over 30,000 sq. ft. of show room space— All inventory indoors— Over 600 used bikes in inventory— Six franchises, Honda, Suzuki, Yamaha, Kawasaki, Ducati, and Sea-Doo— The World's largest Sea-Doo dealer— Full benefit package including paid vacation, 401k plan and medical insurance. If you're looking to be the best and you can contribute to the #1 Team, please contact Ron at (626)334-1288 or Website: turbobert@aol - CA.

SAUGUS SUZUKI KAWASAKI Expanding Motorcycle Dealership looking for experienced Motorcycle and Watercraft Mechanic and Salesperson. For more information, call (805)254-2929 or fax (805)254-5926. CA.

South Florida

World's largest non-franchised dealership needs Sales, Parts and Service personnel immediately. Excellent pay for quality people. Call Bill Tuers at (305)654-8874 or Fax resume (305)654-0558. FL.

Sales Professional - BMW & Triumph

Sell BMW and Triumph at leading west coast dealership in high tech Silicon Valley. Ideal market demographics, great motorcycle environment, freshly remodeled dealership. Experience required. E.O.E., women encouraged to apply. California BMW Triumph, Mountain View. Fax: (650)966-8340, E-Mail: kari@calbmwtriumph.com, Phone: (650)966-1183 ext 6. CA.

SEEKING TWO CAREER POSITION MINDED EMPLOYEES —— PRODUCT DESIGN: Must have extensive experience with machine shop equipment. Operate Lathe, Mill and Have Welding ability. Knowledge of motorcycles helpful, but not mandatory. TOOL AND DIE MACHINIST: CNC experience, Blueprint and computer knowledge necessary. If you're interested in a career, not just a job - Send resume to: Vance & Hines Racing, Attn: Human Resources 14010 Marquardt Ave., Santa Fe Springs, CA 90670 or Fax to: (562)802-7466. CA.

SERVICE PERSONNEL NEEDED For expanding multi-line dealerships on the beach north of Los Angeles. Full time openings for service manager and line mechanics with top pay and full benefits. Call now. Cal Coast Motosports, Oxnard and Ventura. (805)653-5884. CA.

Parts Manager

Sunny South! Immediate position available. Large dealer with Motorcycles, ATV's and PWC. Good working conditions with salary / bonus. Fax resume today. Britt Motorsports, 6789 Market Street, Wilmington, NC 28405. (910)791-8321, Fax (901)791-3203 - Attn: Scott Britt. NC.

Sales Person Needed

Top volume Honda, Kawasaki, Sea-Doo dealership in So. California seeks a professional sales representative. Make an investment in yourself at this 20 year location. Great work environment, top commissions, opportunity for advancement. Call Tom Gobrecht at (562)945-3494 ext. 1, or Fax (562)945-3825. CA.

Immediate Sales Position

Top volume multi-line 20 yrs+ dealership in So. Cal. needs an aggressive professional Sales Rep. Exciting work environment, top commission, opportunity for growth. Fax resume to (909)736-8888. CA.

Run With The Guns At Sun

Wanted: Aggressive top notch experienced multi-line motorcycle, ATV and watercraft Salesman. Live and work in a beautiful front range mountain setting. Come join one of Colorado's largest and expanding dealerships. We offer a base pay scale plus commission based on experience. Call Ron Lang to join our gang. (303)287-7566 CO.

Service Manager Wanted

We are looking of one individual with Service Manager experience in Kawasaki and Yamaha products. Must know warranty and scheduling procedures. Good employee and customer relations important. We are in the San Francisco Bay area. Please contact Dennis or Kevin at (510)537-2257 / Fax (510)537-4283.

Gentry Carr

Where are you? Call Mark Helman at (704)394-6666. NC.

Outside Sales Reps

White Brothers is looking for experienced motorcycle industry sales reps who currently represent other lines and have established dealer bases in the following states: GA, TX, SC, NC, OH, IN, IL, MN, NY. Are you a proven salesperson who knows their way around hard parts, can identify and satisfy dealer issues, and can present and sell value? Then White Brothers has an exciting opportunity for you to represent one of the fastest-growing, most versatile manufacturer / distributors in the powersports industry. With White Brothers you'll be able to fill dealer needs in off-road, ATV, on-road sport and crusier, Harley-Davidson and personal watercraft. You'll sell items virtually every dealer buys, as well as a growing list of high-demand, proprietary products headed by the incredible new E-Series Elliptical Disc Exhaust System.® Please submit your resume, along with the names of other lines you currently rep, and a description of the geographic area you serve, to: Director of Sales & Marketing, c/o White Brothers, 24845 Corbit Pl., Yorba Linda, CA 92887, or Fax it to (714)692-3409. CA.

Inside Sales Positions Available

White Brothers is seeking motivated individuals to join our Inside Sales Team. We are growing and must expand our Inside Sales Force to keep up with increasing demand for our products. The ideal applicant will have knowledge of motorcycles, ATV and watercraft (Harley knowledge a plus) and should have some dealer experience, particularly behind the parts counter. This is a job for someone who thrives in a fun, but challenging and fast-paced environment. Good phone skills, basic computer skills, problem-solving capabilities and the ability to relate to dealers will help you succeed. Full-time hourly position with good benefits package and paid holidays. Advancement to more potentially lucrative commission-based compensation is possible if you're good. For consideration, send your resume to White Brothers, 24845 Corbit Pl., Yorba Linda, CA 92887, Attn: Billy Ramsey, or Fax to (714)692-3409. CA.

Have Fun Selling Fun In Atlanta

Winner? Team Player? Experienced? Top Atlanta dealer for Yamaha, Suzuki, Polaris, Sea-Doo needs top salesperson. Best job in the business. A competitive, hard working and personable person will find this position highly rewarding and enjoyable. Cycle Specialty. Fax resume (770)461-9168, Phone (770)461-3541. GA.

Early 70's Motocross Collection

Vintage MX Collection. All Brands represented. All as new - show quality. Call for list and prices. (510)933-8094. CA.

Parts / Access. Manager

Work in Paradise? Suzuki, Hawaii distributor needs experienced person for Honolulu store. Must be well versed in all aspects of Lightspeed. Be enthusiastic, hardworking, detail oriented. Respectable pay, long term hire, aggressive profit sharing plan. Send resume to Montgomery Motors, 818 Iwilei Road, Honolulu, Hawaii 96817.

BUSINESS OPPORTUNITIES

R&D Building For Sale

4,000 sq. ft. warehouse with 4 offices (approximately 1,000 sq. ft.) for sale in the Long Beach / Signal Hill area. 2 restrooms, 2 loading docks with 12 ft. doors, corner lot with alley, available now and eager to sell. Call Dennis Ingram at (310)538-9620. CA.

Make Colorado Hone!

Profitable Powersports Dealership Available. Established 20+ Years, Fabulous Location, Great Lines, Sales $3,000,000. Call Front Range Business (303)499-6008. CO.

L.A. Triumph #1 In U.S.

Working Partner(s) Wanted for expansion of 4.0 million+ in sales. L.A. Triumph, Honda, Suzuki. Near ocean, airport, 405 fwy. Call Larry (310)677-5800. CA.

COLLECTORS

Classics

1917 Matchless Sidecar Rig - $13,500. 1932 BSA Blue Star - $6,250. 1938 Triumph Speedtwin EX Steve McQueen - $27,995. 1954 Triumph T110 - $2,295. 1958 NSU Super Max - $6,995. 1955 Vincent Series D Black Shadow - $22,500. 1958 Velocette 500 Scrambler - $7,995. 1962 Triumph T120 - $8,500. 1988 Matchless G-80 New - $4,995. 1978 Ducati 900SS - $12,500. (513)871-1678. OH.

1969 HONDA CB450K1, Candy blue mint original, low miles, looks and runs like new - $3,000 / obo. 1975 MR50 Show Bike, 0 hours on 1997 restoration - $2,600 / obo. ZB50 - $1,250 / obo. Bob (909)678-1039. CA.

Ducati 450 Desmo

1969 Vintage Road Racer, dual plug, 35mm Marzocchi, Carillo rod, 35mm Mikuni, Works, 35 rwhp. Only 3 races on engine. Many spares. JHPAIGE@MADRIVER.COM - $5,500. (802)496-5567. vt.

1974 KAWASAKI KX250, race ready, extras - $1,095. 1973 CZ400, nice - $795. 1974 Bultaco Pursang 125, rebuilt motor - $995. 1977 Ossa GPII Phantom, Keith Lunas motor, extras - $1,095. Call Jeff (503)761-4730. OR.

1960 BSA 650cc GOLDEN FLASH, extra engine manuals, parts. $1,200 / obo. (219)269-7278. IN.

'61 Greeves Scottish Trials, restored, new tires - $1,200. '76 Yamaha 175cc Trials, Exc., new tires - $800. (815)232-2731. IL.

'76 MAICO 440AW, NICE BIKE - $1,200 / obo. '78 Honda CR250 - $600 / obo. (818)883-0632. CA.

1974 Rickman MX 125cc

All original, red, good condition. $900 / obo. (714)531-7711. CA.

BULTACO PARTS FROM 1960'S to 1979. (281)351-0075. TX.

BULTACO PARTS, NEW AND used, and t-shirts too. Lynn (702)267-2103 or www.bultacoparts.com. NV.

BSA Goldstar Parts - DBD34

Complete bike disassembled inc. six gallon tank new, RRT2 gearbox, Lucas racing mag, factory cams, exhaust, seat, GP carb, cylinder head, will sell parts only, Grimeca (4) shoe brake. Voice Mail (716)428-2627. NY.

CYCLE MAGAZINE 1951 UP. $5.00 each. (630)834-8917. IL.

EVOLUTION MX PARTS. Fox, DG, LOP, Simons, Works, T&M. (602)561-9021. AZ.

FIVE VINTAGE PENTONS FOR $2,000. (760)744-8052. CA.

Champion KX500 Flat-Tracker

Fresh motor, race ready, nickle frame, Sun rims, Goodyear's, Quick change spockets, Cerriani forks, spare motor, lots of extras. Retiring - $1,800 / obo. Call Tom (717)362-8962. PA.

Shell Champion XS750 DTRR

New shell motor, never fired - $3,295. 1974 RD350B Yamaha, fast - $795. 1970 Honda Trail 90, original - $895. 1966 Honda S90, runs great - $275. 1964 Cushman Trailster, starts 1st kick - $900. (714)897-9684. CA.

Norton 750 Dirt Tracker

Redline, Ceriani, Wide Billet Triple Clamps and Wide Swingarm, Works, Excel, Branes, Brembo. "Combat" ARD, Mikuni, Sudco, K&N totally restored, extras - $5,800. Lou's Leather's Stage III Custom Norton Race Team Dirt Track Suit. 5'8", 180lbs. - $780. After 5pm (219)232-1582. IN.

SEVEN VINTAGE PENTONS FOR $2,700. (760)744-8052. CA.

WANTED: MINI-BIKE GUIDE MAGAZINES 1969-71. Call Greg (513)887-8358. OH.

YAMAHA ENDURO & MX PARTS. Many quality used parts available, 1968-1981. (714)249-7680. CA.

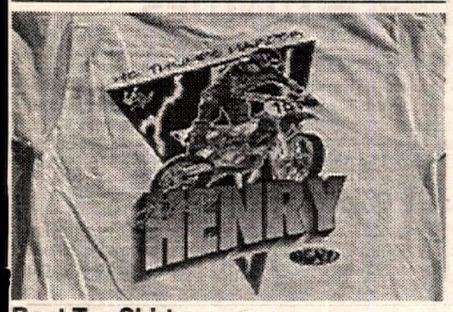
GENERAL MERCHANDISE

(2) 1975 Honda Elsinore MR50's

100% restored to new with spare motor and other parts. (209)292-4304 / (209)325-2162. CA.

'92 VFR

11,000 miles, black. $4,500. (717)846-9240. PA.



Bent Tee Shirts

100% Pre-shrunk cotton adult S-XL $15.95, XXL $17.95. Special offer: buy 2, get free freight and stickers. Visa and Mastercard, sorry no C.O.D. (800)323-7734, fax: (602)269-5039. E-mail: BEBENT@AOL.COM - AZ.

1981 Harley FLH Dresser

12,000 miles on complete restoration, very nice bike with all the bags, including tour pack. Delivery possible. Must sell. $9,500 / obo. (605)393-1145 SD.

'94 Ducati 888-955 Racing

148hp rear wheel, 325 lbs., EX Pablo Real moving out of USA. Lots of extra parts, also 996 Big Bore kits, etc. (305)336-2465. FL.

1984 FORD E-350 BOX VAN. 14' box divided shop, sleeping area. Generator, water tank, shop-lights, work bench, 2-beds, TV/VCR, microwave, CB, roof-AC. (301)791-2046. MD.

TY 350 Yamaha Trials

1985 model stock, complete, plonks well - $1,000 / obo. Also, 1974 CR125 rolling frame and extras - $400 / obo. Plus 1967 CL160 with 10k - $500 / obo. (217)489-3901. IL.

CBR & GSXR Parts

1986 - 1995 Oil coolers, frames, tanks, wheels, shocks, engines, pipes and carburetors. Call John for used parts at (520)881-2069. AZ.

RG500 Gamma

1986 Blue / white, new engine cases, cranks, 570 kit, JM - GP pipes, USD forks, GSXR wheels, PM caliper, Tokiko Six-Pot calipers, braking rotors, steel lines, Metmachex swingarm, Ohlins shock, solo cowl. You will not find a cleaner Gamma. $8,500 / obo. Rich, weekdays (805)494-4449. CA.

1986 GSXR750 LIMITED EDITION. Lower fairing - $150. White Power shock, fits '86/'87 GSXR750 - $250. (714)288-8960. CA.

1986 YAMAHA SRX600. Excellent condition, low mileage, always stored inside. $2,695. Call (334)821-1324. AL.

FZR 1000

1987 FZR 1000, 17k. orig. mi., Kerker, new sprockets and chain, excellent condition, well maintained. $3,000. (909)794-9514. CA.

1988 SUZUKI LT500R QUAD. Bills pipe, alum grabar. Mint condition. Current green sticker. Call evenings. $2,800. (909)681-2963. CA.

1988 TZ250 ENGINE. Complete with pipes, carbs, electrics. $900. (415)893-9359. CA.

1989 TZ250 ROLLING CHASSIS. Complete with body work. No engine, pipes, carbs, electrics. $2,000. (415)893-9359. CA.

1997 "Exotic" XR400

$14,000 invested, 43hp, like new, too trick to list all. This bike won the 1997 White Bros., over 50 Vet, Nat'l Championship. $6,500 / obo. See at Honda of Houston. Gary Anderson (713)680-2678 TX.

Suzuki GSXR Parts

1990 -'94 750 / 1100. Front end, frames, too much to list separately. Wally (301)254-7600. MD.

Divorce Sale

1994 YZF750R - 1,400 miles, Vance & Hines, K&N, Arai, 2 customer leathers - 6'3", 195 lbs., spare rear, Works stand. $5,300 / obo. Delivery possible. (970)252-8060. CO.

1990 FORD BOX VAN - New motor / trans., sleeps two, bathroom with shower, A/C, RV hookups, workshop with compressor, electric winch with ramps for Jet Skis, Motorcycles, Quads. $16,500 / obo. (650)952-1710. CA.

1990 FZR600 SUPERBIKE. 400 frame, TZ250 brakes, Ohlins rear shocks, port and polished and much more. $2,300 / obo. (310)277-0300. CA.

1993 CBR 900 RR ENGINE, Complete with carbs and electrical. Asking $1,600. Call (317)272-9335. IN.

1993 HONDA RS125. Spare parts, spare fairing, excellent condition. $3,100 / obo. (310)277-0300. CA.

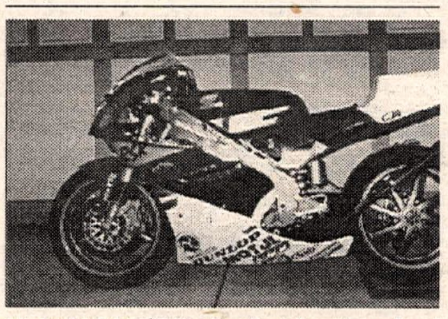
1994 KTM 400EXC. Like new. 400 actual miles. $3,100. (573)584-9424. MO.

Custom Made Decals

(815)899-2349. IL. www.socaldecal.com

Aprilia / Bimota

1995 Aprillia RS250, 1,300 miles, titled, as new - $9,999. 1996 Aprillia RS250, 600 miles, titled, as new - $9,999. 1996 Aprillia RS250, new in crate - $8,999. Bimota DB2, final edition, 1 of 100 made, new in crate - $15,900. Mototek Imports Limited (512)451-3960. TX.



1996 HONDA RS250. Excellent Condition. Great spares, cylinder, crank, etc. $8,999. Miyuki Imports!! (408)779-9151. CA.

1996 YAMAHA YZF 750. Perfect, low miles, many extras. Just tuned, new Dunlop D-207's. $6,700. (415)440-6199. CA.

1997 KING COBRA 50cc. Fastest stock ever built. Extra stock parts available. Excellent condition. $3,495 / obo. (810)775-2196. MI.

Frames For Sale

1997 Suzuki GSXR 750 - $2,500. 1993 ZX11 - $1,000. 1995 Katana - $600 / 750cc. These frames have salvage titles. Also, '97 GSXR 750 forks, triple trees and handlebars. '93 F2 engine - $750. ZX11, F3 wheels. (602)714-0978. AZ.

1997 YAMAHA YZF600. Ohlins, Kerker, Race Tech front, factory 520 gearing, some spares - $5,400. 1989 KLR650 - $1,500. (707)952-0132 LVM. CA.

Kawasaki Super Sale!

1998 KX250's, KX125's and KX80's. All ready to ship to your door. (301)846-4357. MD.

IMS XR440 / '98 XR400 And

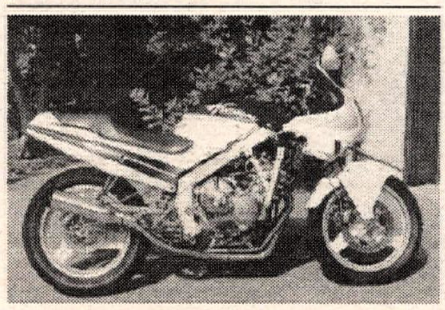
3 Rail Trailer. Call for details on XR440 - $5,295. '98 XR400 (1 ride) - $4,895. Trailer - $400. (714)577-9083. CA.

Marvics

3.75 FT, 6.25 RR. Fits '88 - '95 GSXR 7/11. $1,000 / obo. (520)740-0920. AZ.

1990 1100 Katana Motor

3,500 miles - $2,000 with carbs, etc. Yoshimura Kayaba fork assy. with P.M. floating rotors and P.M. 6 piston calipers - $1,900. P.M. 17" wheels - $600. 36mm RX Mikuni carbs - $300. 1987 GSXR1100 Fox shock with braced swingarm - $400. 1987 GSXR1100 V&H ign -box - $125. Lots more Suzuki parts also. (316)662-2195. KS.



Totally Trick Hurricane

638 Wiseco pistons, shaved head, back trans, Hi-Performance clutch, cams, F2-600 carbs. Celebrity owned - Professionally built. Call (818)494-6158. CA.

QUIK SHOP

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WORKS BLUE

$16.95 Xtreme
$18.95 T-Shirt

Plus $2.00 shipping and handling
CA residents add sales tax
-100% Cotton Shirt with Xtreme Logo on Front
-9 Color Design on Back (Shown)
-See your Dealer, Call or Fax to Order

XTREME
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Oceanside, CA
USA 92056

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FAX (760) 630-3431

What's happening? Cycle News Calendar.

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Without question, Ohlins makes the finest shock absorbers in the world. Stig Pettersson is offering you his vast technical expertise to help set up and repair your suspension package. PPS carries a large selection of those hard to find shocks.

Install Ohlins on your bike and feel the difference today!

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AXO TEAM ISSUE-8 JERSEY

Used by AXO team racers Team MHR, Splitfire/Pro Circuit and Team Chaparral.

Printed rib cuffs and collar.

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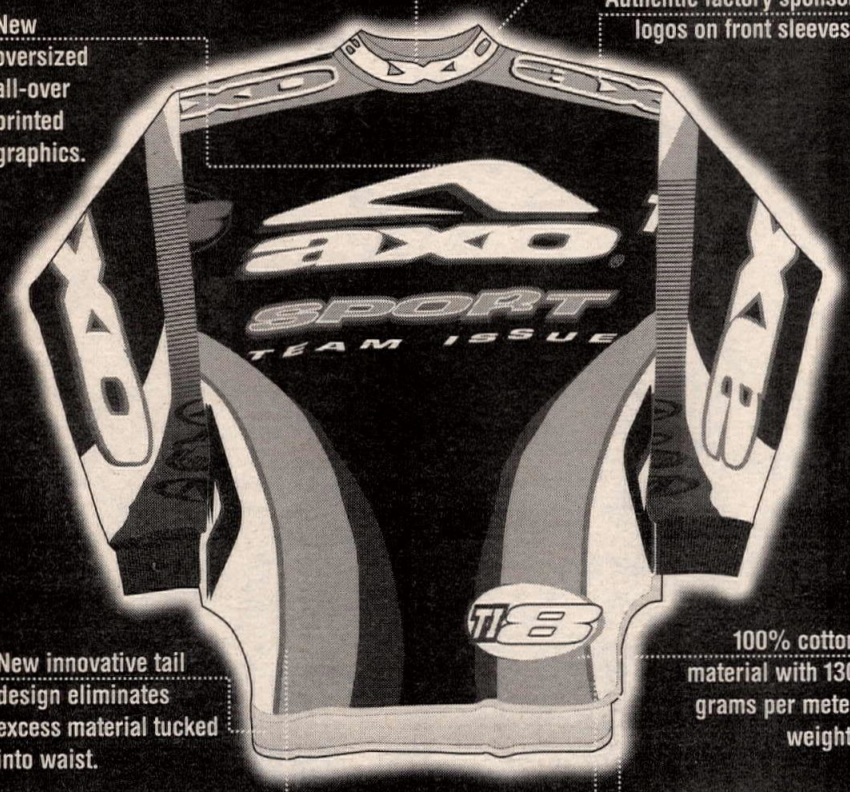

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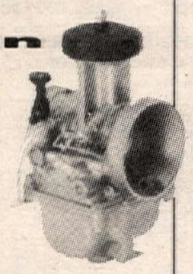

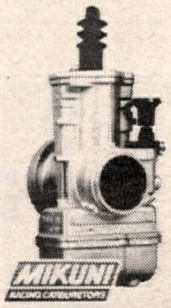

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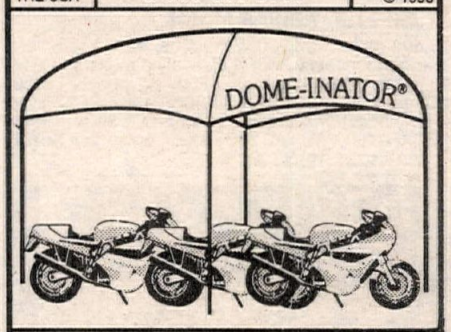

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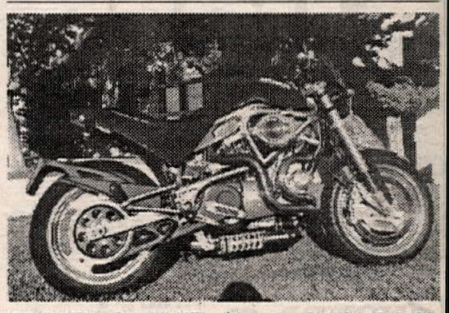

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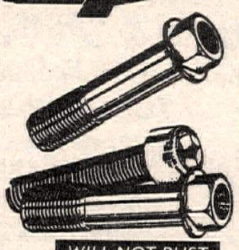

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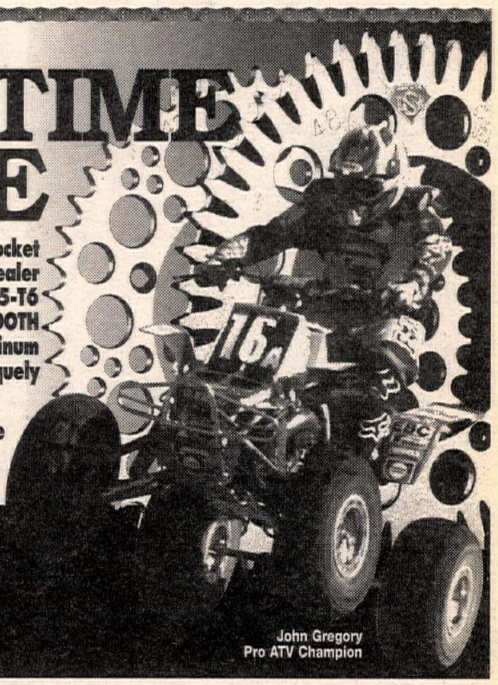

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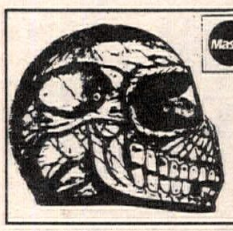

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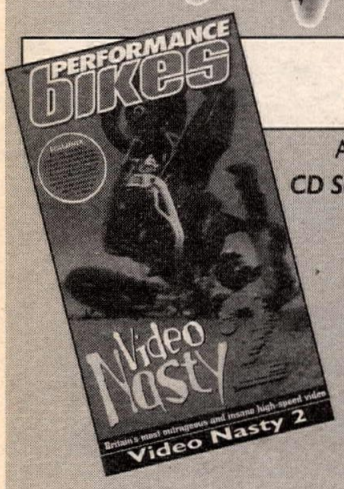

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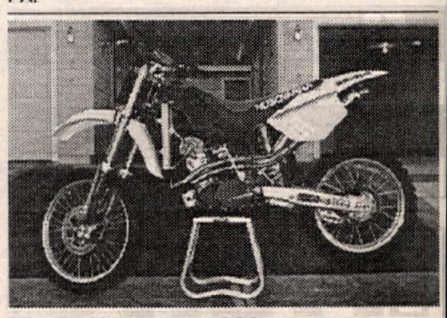

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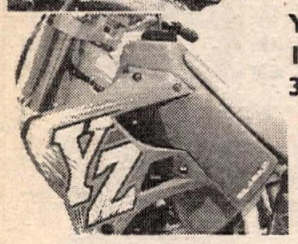

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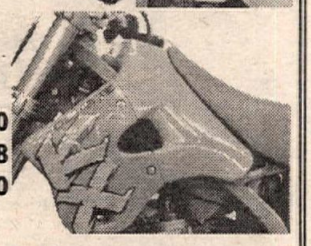

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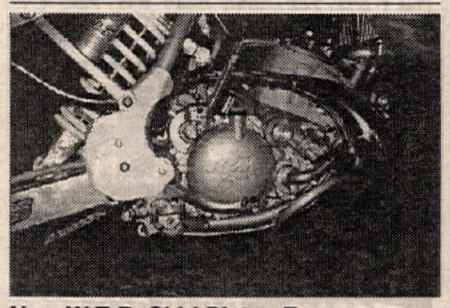

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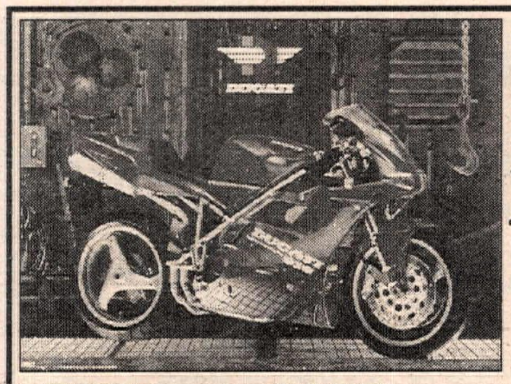
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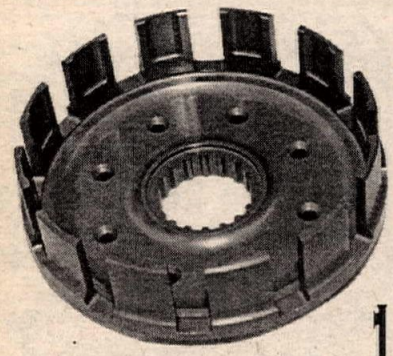

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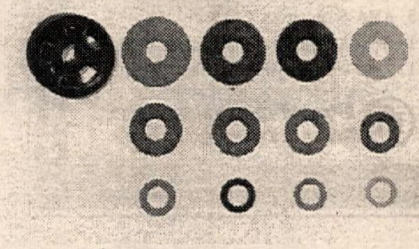

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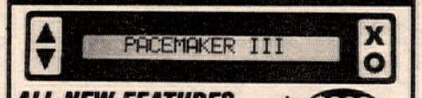

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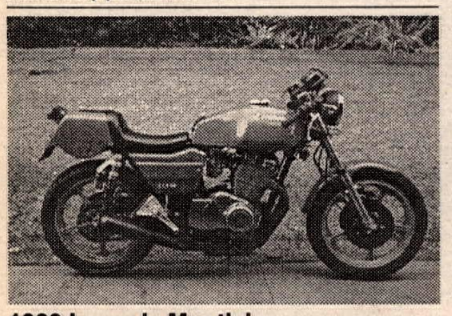

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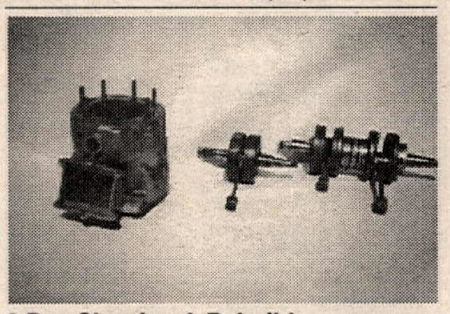

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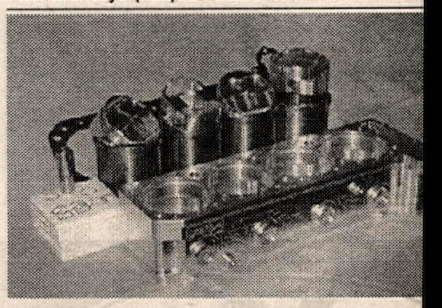

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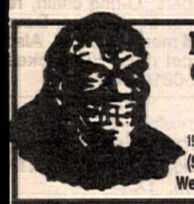

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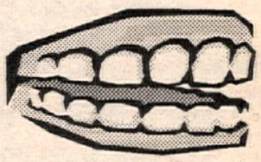

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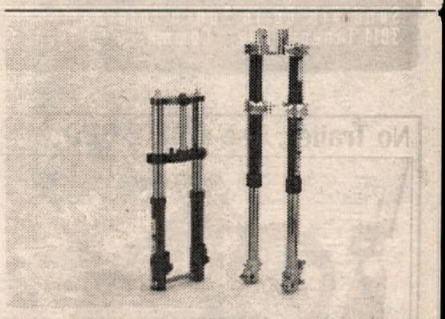

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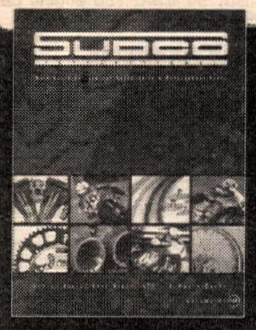

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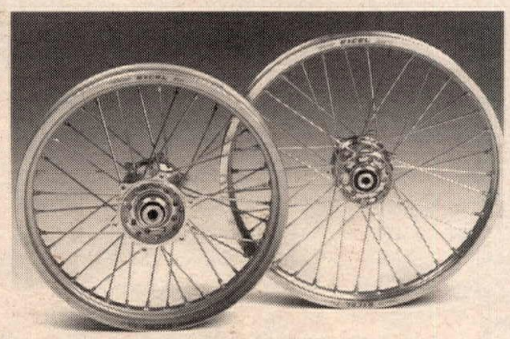

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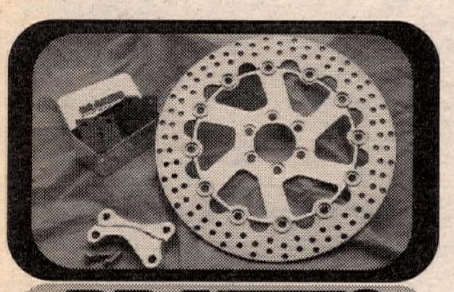

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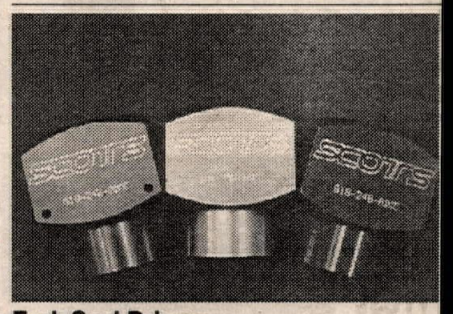

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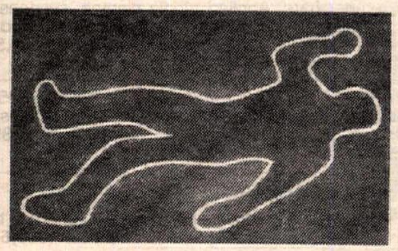

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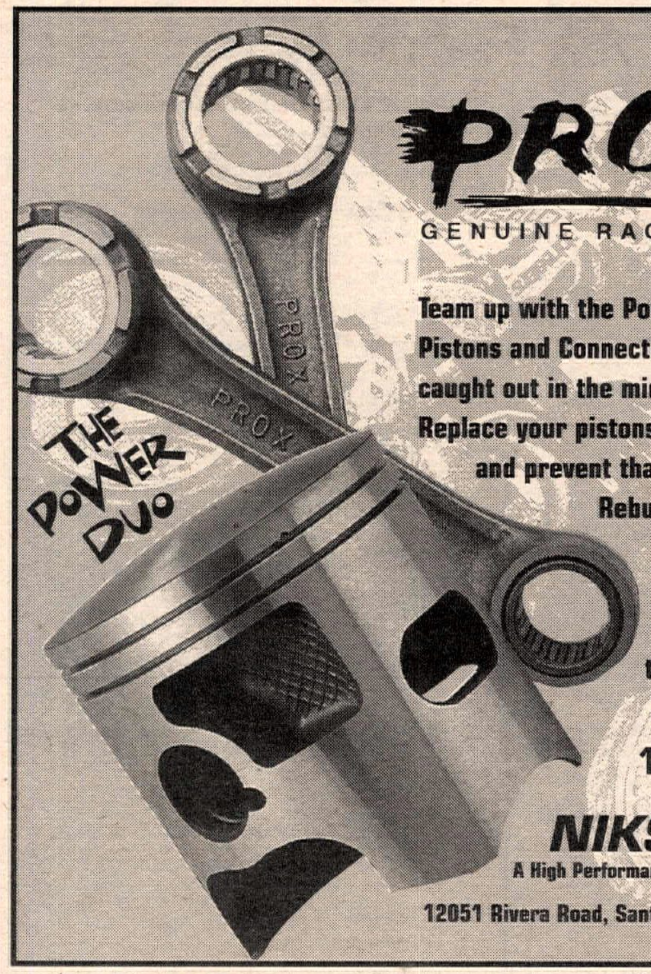

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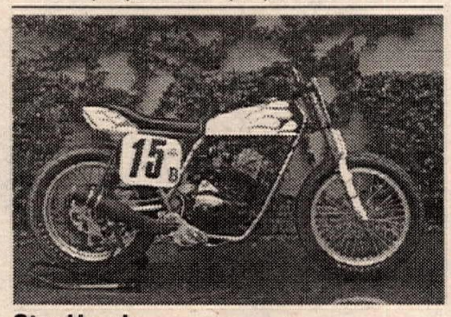

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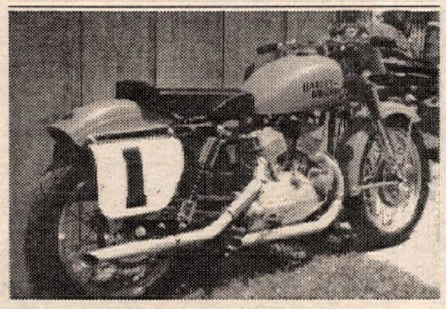

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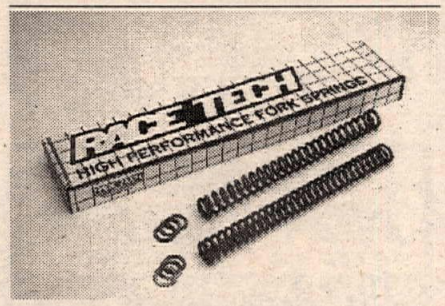

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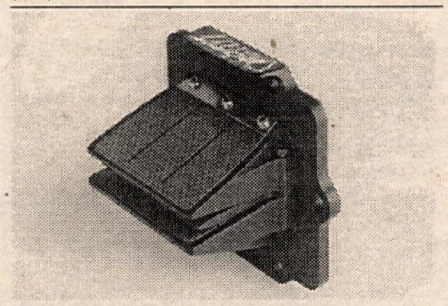

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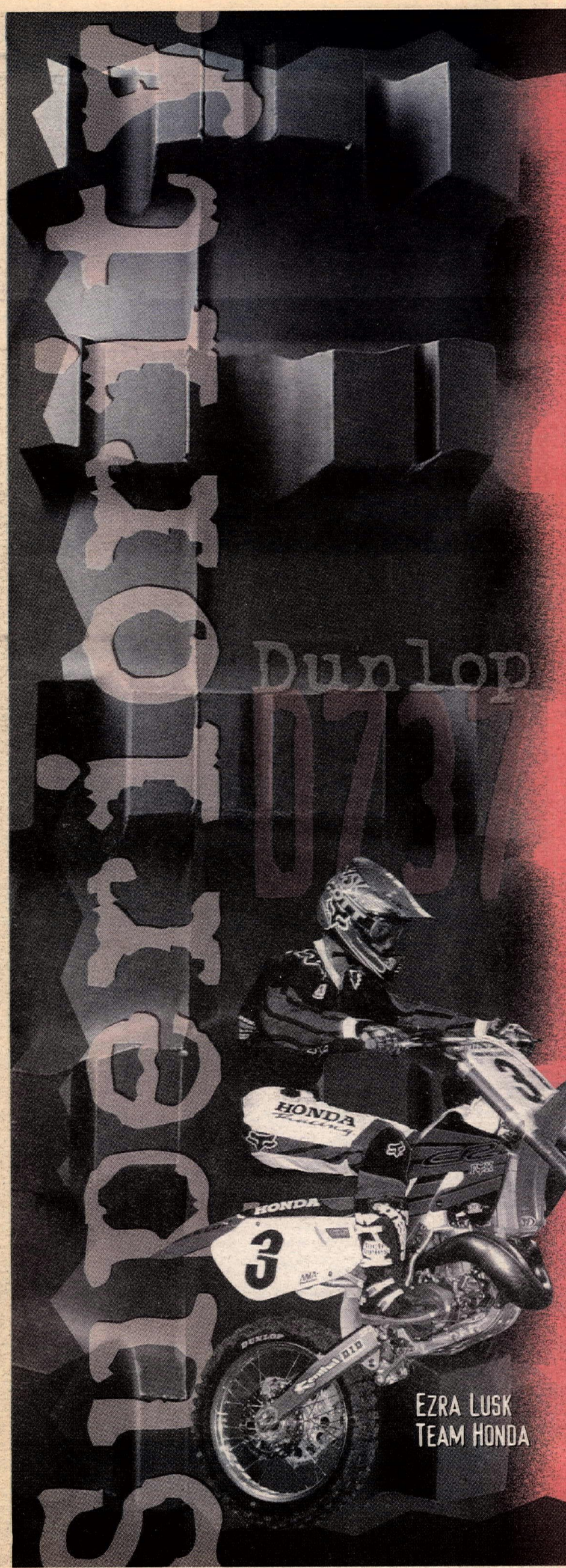

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